CYCLE NEWS

NORTH & WESTERN EDITION

VOLUME VII NUMBER 3

February 3, 1970

25¢

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The CYCLE NEWS cover this week depicts one of the prizes to be awarded in this weekend's Bay Mare Team Prix. Now, before the track becomes hopelessly jammed with every male bike rider in the state, let us quickly point out that the prize is the Maverick Mini-bike. Miss Team Prix, Lynn Gail, is only here to show off the Maverick at its best. She certainly does that; in fact, we'll bet that many of you didn't even see the Mini-bike until just now.

NEWSPAPER

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

CALENDAR

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write:
Paul Cosner, c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUN. OF EVERY MO.
Deadman's Point, Apple Valley, Cal. 1st Sun. European Scrambles, 3 Classes, 1 hr. each – 8 a.m. Practice – 10 a.m. start – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.)

FRIDAY, JANUARY 30th

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

MOTOCROSS SCRAMBLES at Altamont Speedway, Tracy-Liverm[illegible] Hwy 50 at junction of 5[illegible] [illegible]ce from 6 to 7:45 p.m. [illegible]ce at 8 p.m. Jr. & Sr. classe[illegible] [illegible] admission. For info. call BR 6-9213 or (415) 276-9211.

CANCELLED DUE TO RAIN

FILMS of the National Hare and Hound at Cherry Creek, Utah, Isle of Mann, Belgium Grand Prix, German Gran Prix, and Holland Grand Prix all for free. Lomita Rec. Center, 24428 Eshelman Ave., Lomita, 8 p.m. Tickets available at Pacific Coast Honda on first come first serve basis. Doors open at 7:15 for those with tickets. Others will be admitted at 7:45, space permitting. Free refreshments too.

SAT. & SUN., JAN. 31st & FEB. 1st

OPEN PRACTICE: Sport riding at Huntington Beach Cycle Park – 1/2 mi. west of Beach on Talbert. $1.50 per bike and rider. Spectators 50¢. Hours from 10 a.m. to 4 p.m. Info: 897-4458.

HARE SCRAMBLES by the Greyhounds MC at the Ponderosa, Cal. 15 miles east of Lancaster on Ave. J. Three nine mile loops, all classes both days, trophies to 50%. Contingency awards from McHal and Bardahl. Camping. Info: (213) 367-2907.

SATURDAY, JANUARY 31st

MOTOCROSS SCHOOL by Gary Bailey at Bay Mare. Group and individual instruction $15. 8:30 a.m. to 4:30 p.m. Sign up Saturday morning.

TROPHY PRESENTATION by So. Cal. Buzzards and S.G.V.M.C. at 7 p.m., St. Sava Hall, 1640 S. San Gabriel Blvd., San Gabriel, Cal.

SUNDAY, FEBRUARY 1st

MOTOCROSS Team Prix at Bay Mare, Cal. $2200 total in prizes. 125, 250 and 500cc classes. Teams may be 1 Sr. and 1 Jr. or two Jrs. Practice at 0 a.m. $15 per team to: Team Prix, 15032 Ventura Blvd., Sherman Oaks, Cal. Entries close Jan. 26th. Info: 986-5251.

ENDURO Sawmill Enduro by North Bay M.C. at Upper Lake, Cal. 70 miles, 18 MPH average, Water proofing a must. 1 hr. lay over, food and gas available. Mail entries by Jan. 22 to: Max Hurlburt, 2283 West Hearn Ave., Santa Rosa, Cal. 95401. Info: (707) 542-0287.

HARE SCRAMBLES Monster Run by the K.C. Trail Blazers at Buttonwillow, Cal. Three 25 mile loops, two for trail bikes. Limed from middle of town, 11 a.m. start. AMA Dist. 35 point event. Info: (805) 746-4058.

ENDURO Gold Rush Enduro by the Prospectors M.C. Start and finish 15 miles north of Mojave, Cal. on Hwy 14. 100 miles, well marked, laid out for the average rider. AMA and Dist. 37 Sanct. Gas and food at start. Trailbikes go full distance. License and muffler optional. $7 post entry, $5 mail entry ($1 additional for each team rider) to: Earl Wilson, 1547 W. 219th St., Torrance, Cal. 90501.

PROFESSIONAL TT RACE Ascot Park, Gardena, Cal. Season opener. Gates open at Noon, first race 2:30 p.m. Info: 321-5323 or 323-5055.

EUROPEAN SCRAMBLES by the Sagehoppers M.C. Limed from Hwy. 5 and Encinitas Blvd., Encinitas, Cal. Practice at 9 a.m. Experts race at 10 a.m., Novices follow. AMA Sanct. $3.50 entry. Info: (714) 273-5258.

ENGLISH TRIALS by the San Diego Trials Riders at Elfin Forest, Escondido. Take Hwy 395 to Escondido, then 9th St. west to lime. S.D.T.R. sanct. $3 entry fee. Spark arrestors requested. For info. call (714) 477-5969.

MOTOCROSS by the Highjinks F.M.C. 3 classes: 100cc, 125cc, & 250 Open. Trophies to 40% presented at finish. Entry fee $3. Riders' meeting at 9:30 a.m. Start at 10 a.m. Limed from Central Ave. off Riverside Frwy. For info. call (213) 865-4508.

MOTOCROSS by the CMC at Perris, Cal. All new course, all classes. $10 post entry, $5 mail entry to: CMC, P.O. Box 1402, Costa Mesa, Cal. 92626. Info: (714) 646-3143.

EUROPEAN SCRAMBLES by Desert Challengers and Jesters MC at Phelan, Cal. Limed from Hwy. 395 and 66. Pits across the street from Rockin K Tavern on Phelen Road. Brand new courses, trophies to 40% of entries. Starting times: Jesters – 125/250, 9 a.m.; Open 10:15 a.m.; 100cc 11:30 a.m. (Last month's trophies may be picked up at a 1:30 presentation at the Rockin K Tavern)

NOTE: The Desert Challengers have cancelled their portion of this race.

TT SCRAMBLES at Eastside Cycle Park, Tucson, Ariz. Info: 327-6902.

MOTOCROSS by Stockton MC at Helvetia Park 6 miles west of Sacramento on Hwy. 16. Races start at 10 a.m. Novice, Amateur and Expert classes in 125, 250 and Open divisions. Info: Jorgie's (209) 463-2912 or Coleman's (209) 466-5872.

MOTOCROSS at Huntington Beach Cycle Park. 1/2 mi. W. of Beach Ave. on Talbert, Huntington Beach, Cal. Gates open at 8 a.m., sign-up til 10 a.m. Jr. and Sr. classes, three number plates. $3 entry, park admission $1.50. Info: (714) 897-4458 or 638-9530.

FRI., SAT., SUN. FEB. 6, 7, 8th

AMA NATIONAL Short track championship at Houston, Tex. Astrodome.

FRIDAY, FEBRUARY 6th

MOTOCROSS SCRAMBLES at Altamont Speedway, Tracy-Livermore on Hwy 50 at junction of 580. Practice from 6 to 7:45 p.m., first race at 8 p.m. Jr. & Sr. classes. $2 admission. For info. call BR 6-9213 or (415) 276-9211.

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. For info. call (213) 923-7115.

SUNDAY, FEBRUARY 8th

ROAD RACE at Carlsbad Raceway for AFM National Championship Points. Raceway is 7 miles east of Coast Freeway on Palomar Airport Road. Info: (714) 727-1171.

MOTOCROSS by Shamrock MC at Carlsbad Raceway located 7 miles of Coast Freeway on Palomar Airport Road. Dist. 37 pts, all classes. Gates open 6 a.m. Practice 6:30 to 8:15 a.m. Entries close 8 a.m. First race 8:45 a.m. Mail entry $2.25 post entry $4. Admission $2.50. Send entry to: Shamrock M-X, 1707 Glenoaks Blvd., San Fernando, Calif. 91340. Mail entries close Feb. 2. Info: (213) 361-6168.

MOTOCROSS by Feather River MC in Marysville, Cal. Limed from Marysville. David Styles Memorial. Sign-up and practice 9 to 11 a.m., races begin at noon. Nine classes, sidehacks too. Breakfast available at Seven Mile House on Hwy. 20 east of Marysville. AMA sanctioned. Info: (916) 742-7785.

PROFESSIONAL MOTOCROSS by Houston Motorcycle Sports Association, Houston, Texas. Races at Houston Motorcycle Park, Hempstead Hwy at Fairbanks North Houston Rd. $300 purse, 3 motos, 3 classes.

EUROPEAN MOTOCROSS by the Pathfinders at Dunlap Cycle Park. 35 miles east of Fresno, on Hwy. 180 turn right at Clingan's Junction, four miles to park. AMA Dist. 35 pts. $3.25 entry. Practice 8:30 a.m. Race at 10:30. 125cc, 250cc, 251 & up, Jr. & Sr. classes. Overnight camping.

TT SCRAMBLES at Woodland, Wash. Noon sign in. Race at 1 p.m. Non-sanctioned.

J. C. AGAJANIAN Presents AMA

TT STEEPLECHASE

All Seats $3.00
Children 8-12 ..... $1.00
Under 8 ..... Free

FEB. 1st

2:30 p.m. – Gates Open Noon

Worlds Fastest Action ½ Mile and T.T. Dirt Track

18400 S. Vermont-Gardena
Easily Reached – Just Off
Harbor & San Diego Frwys.

Ascot

DEADMAN'S POINT

TEAM MOTO CROSS

FEBRUARY 8TH

$1,000 IN MERCHANDISE AWARDS....

PLUS STEEN'S MINI-BIKE RAFFLED TO SPECTATORS! and many more prizes

PLUS $2.50 GENERAL ADMISSION INCLUDES:
- GROOVY PROGRAM - 18"x24" MOTO-CROSS POSTER
- FREE ENTRY IN MINI-BIKE RACE (SO BRING YOUR MINI!)
- FREE ENTRY IN PHOTO CONTEST (AND YOUR CAMERA!)

LIMITED ENTRIES – MAIL TODAY!

ENTRIES - MAIL $8, POST $10/ENTRY INCLUDES ADMISSION. PRACTICE - SAT. 12-3, SUN. 7-9/RESULTS POSTED BY MOTO. TEAMS - 1 EXPERT, 1 JUNIOR OR 2 JUNIORS/ONE BIKE. ONE RIDER CHANGE PER MOTO/MOTO-CROSS START GATE. TROPHIES AND MERCHANDISE TO 4TH/125, 250, 500 CLASSES.

T.E.A.M.
P.O. BOX 74433
L.A., CAL. 90004
info: 663-1653/962-7650

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RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

FEB. 1st – PERRIS

FEB. 8th – SADDLEBACK

FEB. 15th – CARLSBAD
(Hallman Series)

FEB. 22nd – FONTANA
(Hallman Series)

CMC MEMBERSHIP REQ. $5.00 Mail Entry, $10.00 Post Entry. Mail to CMC, Box 1401, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

FREE BEER & POP
For All Entrants

Hare Scrambles

S.N.M.A. Points

FEB. 22nd

Vegas Valley M.C.

Limed from the Showboat
(45 Min. from Las Vegas)

75 mile course-Entry: $3.50
Info: (702) 382-6600 or 737-4281

MOTOCROSS at Huntington Beach Cycle Park. One-half mile west of Beach Blvd. on Talbert. ACA Sanctioned; ACA license required. Sign-up 8 to 10 a.m. Practice 10 to 10:45 a.m. Donation at gate $1.50. Info: (714) 528-4290 and (714) 638-9530.

MOTOCROSS by Lompoc Slo-Pokes MC at Santa Maria Speedway, AMA Dist. 35 Sanct. All classes. Practice 8:30 a.m. Entries close at 11 a.m. First race 11:30 a.m. Admission $1.50, entry $2.50. Rain or shine. Info: 734-5803.

ROAD RUN, Second Annual Royal Run, by the Majestics M.C. Start at Long Beach Harley. Sign up 8-10 a.m. For info. call (213) 863-9233 or (714) 595-8489.

HARE AND HOUND by Desert MC. Limed from Lucerne, Cal. Two 40 mile loops. 10 a.m. start. Trail bikes go all the way. $4.25 entry. Info: (213) 597-6060.

SCRAMBLES by the West Side Eagles M.C. of Turlock, Cal. Hwy 132 from Modesto, limed from La Grange. AMA Sanct. Sign-up at 8 a.m., race at Noon. Admission $1.50. For info. call (209) 537-2426.

ROAD RACE, ACA National Points, by the American Cycle Assoc. at Willow Springs Raceway, Rosamond, Cal. All GP and Tourist Trophy classes. Practice at 9 a.m. First event at Noon. Entry fee $7. Info: (714) 528-4290.

MOTOCROSS by T.E.A.M. Racing Assoc. at Deadman's Point, Apple Valley. Mail entry $8, post entry $10. Practice Sat. 12-3, Sun. 7-9. First race 9 a.m. Trophies & $1,000 of merchandise awarded. For info. call (213) 663-1653. Mail entry fee to T.E.A.M. Racing Assoc., P.O. Box 74433, L.A., Calif. 90004.

MOTOCROSS by CMC at Saddleback Park. $5 mail entry, $10 post entry. Send entries to CMC, Box 1401, Costa Mesa, Cal., 92626. Mail entries close 5 days prior to event.

SUNDAY, FEBRUARY 15th

MOTOCROSS by the Lightweights M.C. at Perris rec. center. Mail entry $3, post entry $5, gate $1.50. Mail entries close Feb. 10th. Mail to Lightweights M.C., 2707 Greenmeadow Rd., Lakewood, Calif. 90712.

MOTOCROSS by the CMC at Fontana Raceway, Cal. Third meet of Hallman Trophy series. Seniors run for cash, Junior series winner takes 125 Penton and one year's sponsorship. Leathers etc. paid down to tenth place. First race 10 a.m. $10 post entry, $5 mail entry to: P.O. Box 1402, Costa Mesa, Cal. Info: (714) 646-3143.

PROFESSIONAL TT, AMA Pacific Coast Championship TT races, at Old California State Fairgrounds – Broadway & Stockton Blvd., Sacramento, Calif. 50 laps. $3,500 purse. New 1-1/2 mile steeplechase course. First race at 2:30 p.m., gates open at 10 a.m. Open to professional AMA Expert, Amateur, and Novices. 18 events. Info: Agajanian Enterprises, P.O. Box 98, Gardena, Calif. or call (213) FA 1-5323 or DA 3-5055.

the ACTION'S at
SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

FEBRUARY 1
Saddleback Park Scrambles

FEBRUARY 8
CMC Motocross; Mini-Bike Scrambles

FEBRUARY 15
Hill Climb; SCTA Riding School

FEBRUARY 22
ACA Motocross; SCTA Trials

Open Weekends, 8 a.m.–5 p.m.
Closed Weekdays
Admission $2.50; Juniors & Minis $1.50

SADDLEBACK PARK
BOX 2455, ORANGE, CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

Lightweights M.C.
Presents
MOTOCROSS
FEB. 15

DIST. 37 POINTS
125-250-Open
Nov.-Am-Exp.
Perris

Gates open 7:30; No bike started till 8:00; Practice 8:30-9:30; Riders meet. 9:45; Sign up closes 9:15. Gate: $1.50

Mail entry– $3.50, Post Entry $5.00. Mail entry closes Feb. 7th. Mail to: L.W.'s M.C., 2707 Greenmeadow Rd., Lakewood, Ca. 90712

FREE FREE
FILM SHOWING
Color- Cinemascope
National Hare & Hound
Cherry Creek, Utah
Isle of Mann TT
Belgian G.P.–German G.P.–Dutch G.P.
Fri. FEB. 6th, 800.. p.m.
Lomita Recreation Center
24428 Eshelman Ave., Lomita, Ca.
COMPLIMENTARY REFRESHMENTS
*Doors open 7:15 for those with tickets. Everyone else admitted at 7:45, if seating available. Tickets available only at Pacific Coast Honda (no mail-order of reserved). First come–First Serve.
PACIFIC COAST HONDA
2073 W. Pacific Coast Hwy.
LOMITA
FREE (213) 326–3810 FREE

THIS SUNDAY
FEB. 1
EAST-WEST TEAM PRIX
$1200 CASH PURSE
$1200 MERCHANDISE
2 MAVERICK MINI-TRAILS
(To Jr.-Jr. Team placing highest in 2 of 3 events)

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

TOP EASTERN STARS
Barry Higgins Bruce Maguire Kerry Kleid George Cunha
Gordon Razee Sal De Feo Tom Canning

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

CONTINUOUS ACTION
Intermission features heavy rock band and a full program of special attractions
NO MAIL ENTRIES AFTER JAN. 26 – LATE ENTRIES MAY SIGN UP SUNDAY FROM 7–9 a.m. ON A FIRST COME – FIRST SERVED BASIS!

3 CLASSES, 125 50 TEAMS ONLY 250 50 TEAMS ONLY 500 50 TEAMS ONLY
SAME COURSE AS OCT. 26th NO DUST, NO MUD
Send $15.00 Per Team to *TEAM PRIX* 15032 VENTURA, BLVD. SHERMAN OAKS
GATE PASSES WITH ENTRY

RULES
2 RIDERS PER TEAM
1 JR. 1 SR. or 2 JR.
2 JR. COMPETE FOR MONEY & TROPHIES, MONEY ONLY JR & SR.
250's can ride 250, 500, or both classes
RIDERS MUST RIDE UNDER HIGHEST CLASSIFICATION
ACA-CMC-AMA
ALL CARDS ACCEPTED

CALL INTERNATIONAL RACING ENTERPRISES 986-5251

SCHEDULE
PRACTICE, 9:30-10:00
125-10:00-11:00
250-12:00-1:30
500-2:30-4:00
ENTERTAINMENT BETWEEN RACES

SAT., JAN. 31st – GARY BAILEY MOTO-X SCHOOL–8:30 a.m. Tuition Fee: $15.00

CYCLE NEWS

"America's #1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

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voices

A MOTORCYCLING HEART

Effective January 1970 District 38 passed a regulation requiring riders to be 16 years of age. As a parent of an under age rider I wish to make comment about this injustice.

My son, Marc Barbani, recently turned 15 but has been racing two seasons. He is always one of the "up front" riders and has won trophies, even though he rides a 1967 120cc Kawasaki in the 125cc Novice class. He has proven himself to be a very capable and conscientious rider. In fact, Marc is a beautiful rider. He takes the jumps like an impala and corners like a cheetah. His heart makes the sound of a motorcycle reving up its engine which will carry him to victory.

To remove such love from the racing field is a sin. Why tell a boy like that he can't race until next year? Our family has been attending the races since Marc started and the only accidents we have seen involved older riders. Never once have we seen a young rider hurt so this can't be the reason for the age change. All of we parents signed a waiver when our children started to race, now after two years they stop them – Why?

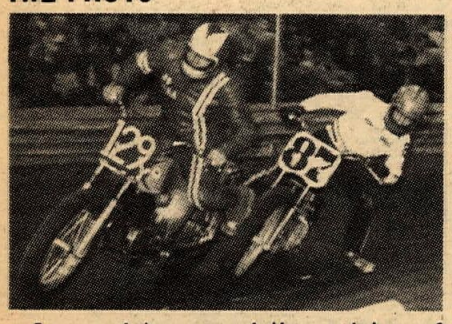
Please find out what reasons Dist. 38 gave for establishing an age limit?

Please remember men – these youngsters are your racers of tomorrow. Stand behind them – not against them.

JACQUIE CASTILLO
Chula Vista, Cal.

District 38 is following the nation wide rule set by the AMA governing 16 year olds. The ruling was presented, voted and approved by the AMA Competition Congress in October of 1969. All AMA districts are affected by the regulation ...Ed.

EVEN EXPERTS CAN EXPECT THE FACTS



I appreciate your printing a picture of me in your newspaper (Cycle News, Dec. 23). However, National 87 did not pass me here. This picture was taken during the heat race. I beat Brelsford in the heat race and in the Semi. As a Novice rider I feel you should get your facts straight. If it wasn't for Novices, there would be no race program.

JERRY BAUGH
Sacramento, Cal.

Perhaps it was Brelsford's determined look and hard riding that made us think that he got by just after that picture was taken. That was a fine job of racing, Jerry, to hold off the hard charging Brelsford...Ed.

M.O.R.E. WORKS FOR ROAD SMOKERS TOO

About a year ago, I joined the Trail Bike Sportsmen's Association and became aware of the club's concern with the adverse legislative control that has hung darkly over all motorcycle sportsmen. One of the clubs' officials became so concerned about the impending legislation that threatens us that he decided to organize as many cyclists as he could to fight other interest groups like the Sierra Club. The idea of the club is to awaken the state legislators to the fact that many of the people who put them in office don't want their sport damaged or severely restricted.

In a recent conversation with Russ Sanford, the organizer of Motorcycle Owners, Riders, and Enthusiasts, I made the mistake of asking why MORE was not concerned with road riders. I was promptly informed that MORE was vitally interested in all forms of motorcycling from the trail plodders to the road smokers. It turns out that not only is MORE trying to keep our natural wildlands open for us, but it is fighting to keep us from being forced to ride with helmets. I wouldn't ride without my helmet, but that is MY CHOICE. I don't want to be forced to wear a helmet or boots or a seat belt or whatever others decide is best for me.

What I am trying to bring out here is that MORE should be getting support from road riders. We are the ones who have a lot to lose by not being organized. MORE offers the chance to get organized.

All we must do is join and support MORE. Joining MORE entails filling out a general information sheet and one dollar. In turn, the organization will act as a lobbyist for motorcyclists rights in the state legislature.

Now, it remains to be seen whether the motorcyclist is going to sit by while non-motorcyclists control his sport; or, whether he will use this legislative representation to insure that his sport remains the way he wants it to be.

GARY DIEHL
Sacramento, Calif.

M.O.R.E. From The Capitol is a CYCLE NEWS Column written by M.O.R.E. President Russ Sanford. His reports about motorcycle legislation and what M.O.R.E. is doing to bring representation to cyclists should be of interest to all riders. MORE's address is P.O. Box 26062, Sacramento, Cal. 95826...Ed.

REGURGITATION

After waiting two weeks while you were on Holiday leave I eagerly opened the January 20th issue and was enjoying everything until I reached page 10. Would you believe that John Shedd's article casually mentioned Gary Baileys name 17 (yes, s-e-v-e-n-t-e-e-n) times in the one short article?

It is enough to make the reader vomit to read of one so conceited as Bailey as to enter events in his own spectacular and then have the unmitigated gall to have his personal press agent plaster his name all over the article.

As a foot-note you will notice that no mention was made of the Junior riders who put on a fine show and were the ones that really made the Ascot Moto a success.

JACK MANNING
Tarzana, Cal.

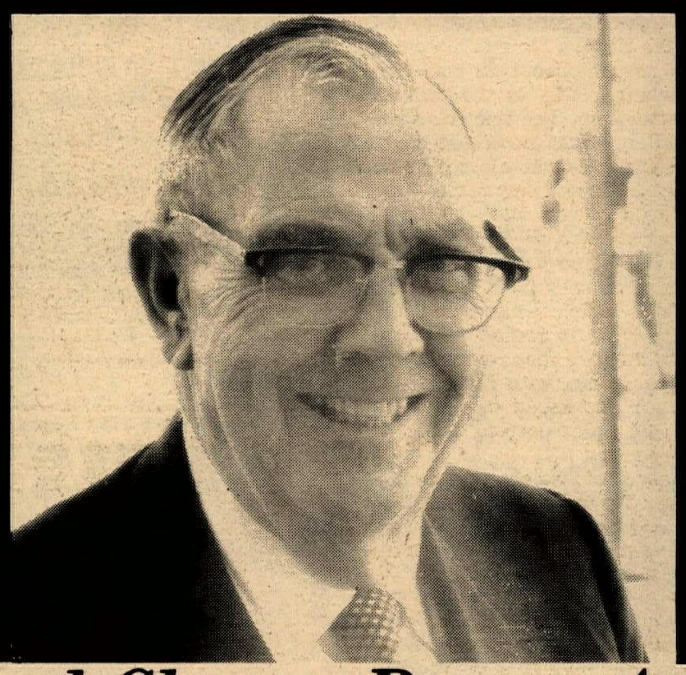
Although not accustomed to reading with a tally counter in my hand, I went back over the Ascot story and found that your figure of 17 is quite correct (actually it is 19 if you count the headline and the photo caption).

Gary Bailey's name is certainly predominate in the story, but with wins in two classes, a trip to the duck pond and being co-promoter of the event who is to say that he wasn't predominate in the action as well. The Baileys do retain a professional press release writer for the promotion of their events but it isn't John Shedd. Shedd is paid by CYCLE NEWS for his coverage.

Your point about the lineage given the Juniors is well taken but a good portion of the Ascot space is devoted to pictures of Juniors that would have been crowded out by a longer story.

While you were name counting, Jack, I'm surprised you didn't notice that Jim Wilson, who won but one class had 12 mentions. I'm glad that didn't upset you too...Ed.

THE END OF AN ERA



Floyd Clymer Passes Away

By Chuck Clayton

Floyd Clymer died instantly of heart failure while working at his desk in his West Los Angles home last Thursday evening. He had grown up along with motorcycling and the automobile, and was for the past 26 years their best-known historian. His death came as a shock to all who knew him, for Floyd had never seemed in better health or spirts. He never smoked or drank alcohol in his whole 74 years, and while he often drove a hard bargain, he was scrupulously honest in business.

I first met Joseph Floyd Clymer in 1957 when he needed an editor for Cycle Magazine and I, fresh out of college, announced my willingness to start at any salary. Floyd took me at my word and I worked for him one year at a salary which, even in those days was considered extremely modest.

In that year Floyd taught me nearly everything I know about publishing, and though I left him for a competitor, which soon folded, as Clymer predicted they would, we remained good friends.

In those days, Clymer didn't forsee much of a future for motorcyclcing. His years as a dealer, racer and distributor for many famous brands had taught him that "the motorcycle fever" was something a few young men caught in their youth and got over in two years. We used to argue this contention whenever we met. In recent years Floyd changed his view, even to the extent of lending us money to start this newspaper.

Of all his many claims to fame, Floyd Clymer was proudest of the many famous friends and acquaintances he had formed in his years of business, promotion and publishing. Floyd's close friends would fill a Who's Who, including Dwight D. Eisenhower, Eddie Rickenbacker, Orville Wright and former Chief Justice Earl Warren. If he had any enemies, we never knew of them, for Floyd never said an unkind word about anybody.

His fascinating anecdotes fill many volumes of reminiscences, published along with his famous "Motor Scrapbooks." Floyd was born the son of a country doctor in Berthoud, Colo. in October, 1895. His father purchased a new 1902 curved-dash Oldsmobile which young Floyd immediately learned to drive. By age 11 he had sold several of the cars and billed himself as "The World's Youngest Automobile Dealer," displaying a flair for the superlative that was to continue with him the rest of his life. The sign on his building at 222 N. Virgil Ave. in Los Angeles reads, "World's Largest Publisher of Historical Books Relating to Automobiles & Motorcycles."

After selling and distributing many famous brands of automobiles and motorcycles in Colorado, Floyd, already a famous motorcycle racer, moved to Los Angles in the 1930's and opened a mail-order parts business. Never satisfied with only one line of endeavor, he also promoted motorcycle races in the Los Angles area.

One of the Clymer stories that I love tells of how he was introduced at old Gilmore Speedway as a former "famous racer." Some of the lads in the pits expressed, loudly enough for Floyd to hear, their doubts of his ability on the two wheeled tracks. A challenge was accepted (probably there was a side bet in there someplace), Clymer in his 50's at the time, borrowed one of the racing bikes and, necktie and coattails flying, went out and set fast time for the evening. Asked if the story was true many years later, Floyd said it was, but modestly added, "the really fast boys weren't there that night."

Gifted with total recall, Clymer's reminiscences sounded like carefully researched histories. He could remember everybody's name that he ever met, and many things about them that they probably had forgotten themselves. He would retell whole conversations word for word, with the slang of the time peppering the dialogue.

His business habits used to drive emplyees to distraction. Whenever his office would pile up with the letters and documents that he received from friends and associates, all around the world, Floyd would simply move into another office, surrendering the former one to the clutter, and everyone had instructions not to disturb the old haunts. Floyd could rummage briefly through the apparently haphazard pile of papers on one of his dusty old desks and come up with whatever he was looking for in moments.

Now Floyd Clymer is gone from this world and our sorrow is for us, the survivors. His departure had diminished this planet by a great measure. With him, an era died, that had seen the automobile change from a novelty, to a necessity and finally a nuisance. The heritage he left us in his more than two hundred published books and his remarkable collection of antique cars, motorcycles and memorabilia will live long after him.

He is survived by his wife Meryl, a son about whom little is know and several thousand grieving friends. Funeral services are Tuesday, Jan. 27 at the Wee Kirk in Forest Lawn, Glendale, Calif.

Micro-Metisse To Hit U.S. Shores

By Dick Wright

The new lightweight in the Rickman line arrived from England in November 1969. It was the only one of its kind and was set up to take a 125cc Zundapp or a 100cc Hodaka engine. Called the Micro-Metisse, it is a near exact copy of the Mark IV Rickman Metisse, scaled down slightly to be in proportion to the small size engines. The wheel base is two inches shorter than a Mark IV and the tubing of 7/8-inch diameter is slightly smaller and, unlike the bigger bikes, does not carry oil within the frame.

The Ceriani forks used are of the C-4000 series, smaller than the C-1000 motocross forks commonly found on the big Rickmans, yet bigger than the C-3000 as used on the Hodaka SS from Steen's. Wheel sizes are 18-inch rear and 20-inch front, contributing to the overall stability and handling. The tire sizes are slightly smaller than those found on bigger bikes. Conical light-alloy hubs of similar design to those used on the Mark IV are employed on the Mico-Metisse, contributing greatly to its light weight. Our test bike weighed in at 170 pounds with gas, which is very good for a race ready machine – which reminds me, the one important thing to remember about a Rickman is, they are race ready! There is no need to fiddle with the brakes, replace the rear shocks, or re-work the forks; just get your engine tuned-in correctly, and go!

For our test bike, we chose to use the Hodaka engine. We dropped an E.C. Birt-tuned engine in place. Our idea was if we are going to test a new proto-type bike, let's give it the full treatment. E.C.'s engines are set up especially for the rider, his experience, and the type of race he is going to ride; low-end torque for motocross, and high rpm for desert.

After entering the bike in several desert races, we found that it handles like a big bike in the rough boondocks. It smoothed out the hoop-de-doos, and you could hold it on in top gear and your back end would not come around and kick you off. In tight corners it would handle like a mini-lightweight; you could throw it down hard into the turns and that 20 inch wheel would hold tight and let you power around. It is so light to the touch, you don't have to push those bars down. After a month of riding the bike, no adjustments had to be made and nothing had broken.

The Rickman factory is now in full production on the bike and I predict it will be one of the big sellers in their line. The first shipment of production bikes is due January 20, when Derek Rickman comes to the States, and these will be on display at the Anaheim Trade Show. These few bikes will be hard to get your hands on, but Joe Average should be able to pick one up from his dealer by about the end of February.

To quote Jack Byers, who heads the Rickman Department at Steen's, "The bike didn't lose anything in famous Rickman handling, but we did pick up a lot in the lightness. It is ideal for the rider who likes the cornering qualities of an ultra-lightweight, and wants to go into the hotly competed 100cc or 125cc class."

Projected prices on the machine are $795 with the Hodaka engine, or $845 for the bigger Zundapp. The idea of being able to buy a Rickman complete with an engine is new, but in case it staggers you and you have to have one without an engine, the complete chassis should be available for around $600. Naturally, the frames are of the same high quality found on the other bikes; nickel plated with that exceptionally fine bronze-welded construction. The fiberglass, saddles, and other parts are just as found on the exotic Rickman racing machines valued from $1600 to over $2000. The Micro Metisse will be available in the same U.S. Racing Blue as is standard on their Mark IB scramblers.

One of the most welcome features of the Micro-Metisse is the comfort it affords for a larger man in seating position, making it easy to pull yourself to a standing position on the pegs and ride that way for long distances in great comfort. Motocross racers, particularly, will appreciate this feature. While admittedly, the initial price tag for these machines may be higher than many others on the market, the added cost is more than made up by its outstanding appearance, superior handling, and complete competition preparedness. You won't find any machine with greater potential for winning.

Man sized handling in the 100cc class. That's what this Hodaka powerd Rickman Metisse offers. The Rickman factory is now in full production on the lightweight and they will become available in about one month. The bike was designed for the U.S. market and uses many features found on larger Rickmans.

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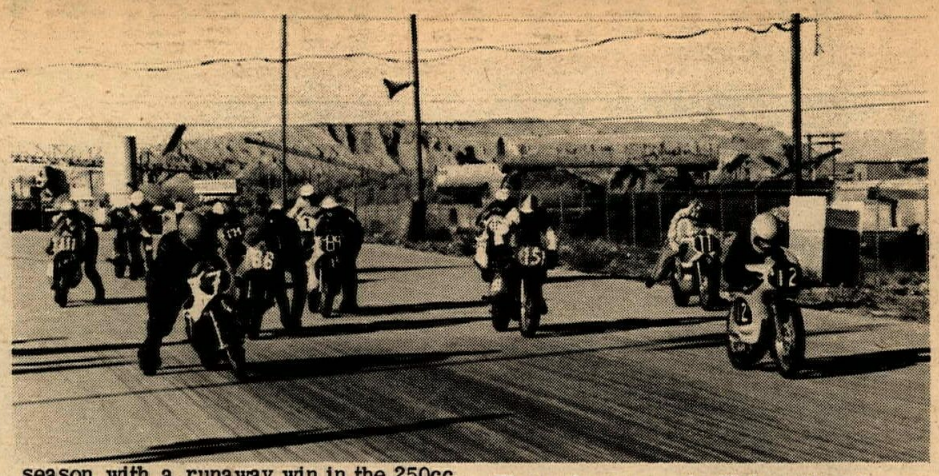
ACA Begins Road Race Season At ANZAC Track

Stan (151) Smith keeps his Bridgestone out in front of Jim Damron.



The road racers push off the grid at Anzac.

Story by Dennis Greene
Photo by D.G. Studio

PALMDALE, CAL., Jan. 25 – The first road race of the '70 season was run by the ACA, which recently acquired property near Palmdale. The area, known as Anzac, was formerly a drag strip and much of the new ACA course utilizes the strip, it's return roads and pit area. The strip has not been used for about two years, and the wind and rain have done a beautiful job of cleaning the surface, thus making traction outstanding in the corners which means faster times and safer riding.

With Daytona just one month off riders rode Anzac to get back in shape.

Young Daytona hopeful Steve McLaughlin got off to a good start in the ACA season with a runaway win in the 250cc G.P. class on a Yamaha. Steve also ran away with the 350cc G.P. class but on the last lap his gearbox let go and Don Emde took the win. Don is on his way to Daytona too.

Triumph mounted Roland Pagan showed that the ten week lay off in the road race schedule didn't phase him at all as he came out on top in both the G.P. and Production Open Class on a Trident three cylinder.

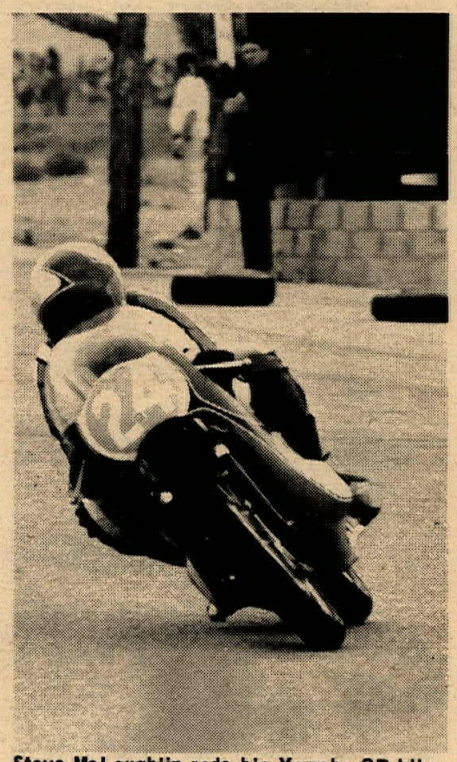
Ralph White, riding a stripped down version of the Trident, got second in the Open G.P. while second in the Production class went to Norton mounted Mike Wozniak.

Lightweight Junior and Senior riders came out in full force to kick off the new season and with no less than twelve A.C.A. road race events scheduled for the year they are looking forward to all the gold they can accumulate.

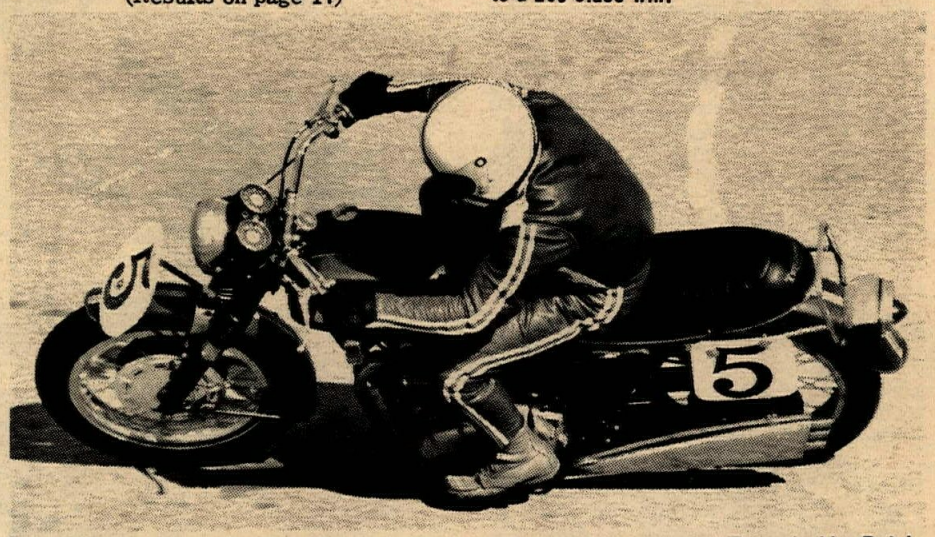
Pat Evans, although one of the youngest road racers around, is a Senior this year, after being the hottest 100cc rider last season. And he hasn't cooled off either, for he won the 100cc G.P. and took second on the same bike in the 100cc Production class. If that wasn't enough, he came back on a 250cc bike for a first place finish in that event.

The next ACA road race is scheduled for Willow Springs on the 8th of February.

(Results on page 17)



Steve McLaughlin rode his Yamaha GP bike to a 250 class win.



Roland Pagan picks up a win in the Open Production race ahead of another Triumph rider Ralph White.

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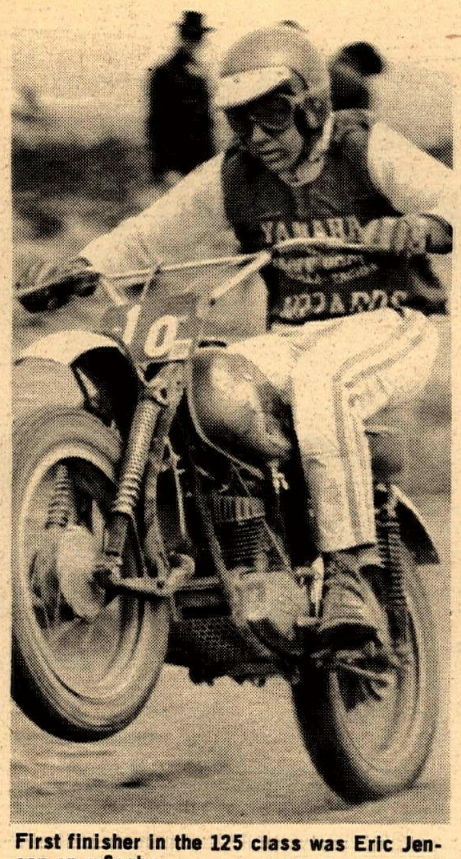
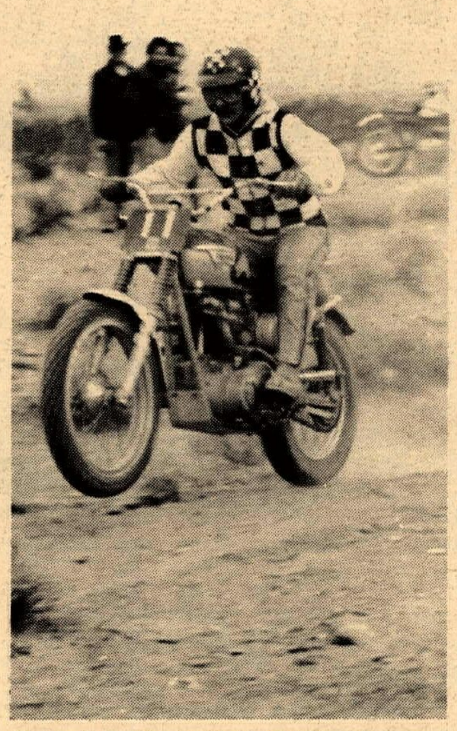


First finisher in the 125 class was Eric Jensen on a Sachs.



Open winner Doyle Fields finished 13th overall on a Triumph.

UmmmWah Mr. Roberts gestures after speeding to another desert win on his Husky.

Photos & Story by Dick Wright

MOJAVE, CAL., Jan. 25 – J.N. Roberts doesn't bring his Husky to the desert very often now that he is a big movie star, but when he does, he is the man to beat. Roberts has the master's touch, and he showed his class again by winning the rough Four Aces 90 mile Hare & Hound in two hours. His impression of the race: "It was beautiful, all kinds of wild stuff, narrow canyons, big boulders behind the bushes, rocky down hills – you name it they had it. It was an old time rider's course."

The banner dropped at 10:00 o'clock on the nose. Trails to the smoke bomb were rough from all the ditches washed out in the last rain. It was booked as a rough one and it was.

After an hour the leader came through the pits and it was Roberts. Next was Husky mounted Bruce Dunford who has really caught fire this month. Phil Bowers was third on a Yamaha.

Several riders pulled in with flat tires. And in came Al Baker with a collapsed rear end after doing an endo.

The second loop was just as hard and filled with lots of narrow rocky trails. Roberts pulled in on his Husky to take the win followed a minute later by Phil Bowers taking first 250 on the Yamaha. Bruce Dunford got a flat tire 20 miles out but held on to third spot for a guttsy ride indeed. Whitey Martino, #1, was fourth on a 500 Husky followed by Tom Poteet on a 250 Bultaco.

Ron Wilson took first 500 Amateur on a Husky, Wes Anderson Jr. pulled off first 250 Amateur again on a Yamaha; Doyle Fields took first in the Open class on the Sonic Weld Triumph, and Eric Jenson was the first 125cc in on a Sachs which he tunes out of his own shop.

The 100cc class went off right after the dust cleared from the big bikes. Jack Morgan, #1, the man to beat in the 100cc race led from the bomb through the pits after the first loop and went on to a well deserved win at the finish. All the young chargers are pushing him hard, but he's still the champ. Jack Froelich on a new Bultaco was second; Jim Summers was third.

Alan Lund was the first Amateur in on a Bultaco followed by Mike Hays on a Hodaka taking first Novice. Rescue 3 had their hands full again and did a great job as they always do when they are asked to come out and assist in the desert.

(Results on page 17)

Malco mounted Whitey Gregory rode to 10th overall as a 500 Expert.

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Surprise Winners At Ascot Team Race

Boots pound the clay as the start of the Ascot Team race gets underway. Motocross riders have to be in good shape but they don't very often practice sprinting.

Photo and Story by John Shedd

GARDENA, CAL. Jan. 25, 1970 – The Bailey brothers started the motocross at Ascot this Sunday with a very unusual event, a passenger race. Riders had to pack double for twenty minutes of motocross with the passenger driving for at least one lap.

Riders and passengers dashed for their machines as the Le Mans start set off the action. Gary Bailey and passenger Wally Gordon took the lead at the start with Walt Axthelm and passenger Tim Hart close behind. Jim Wilson and passenger Bob Kulek moved up fast and took over the lead from Bailey and Kulek. Bailey stalled for a moment and the team of Spann and Foster moved in to second. Almost every team made the change over on the last lap. Kulek brought Wilson's Greeves in for the win, and Hart carried Axthelm for quite a ride as he caught and almost passed Foster and Spann as they powered down the last few feet of dirt for the flag.

The team race also had a Le Mans start, and Bruce Baron who only moments before had great difficulty getting his machine to start was first off the line with his CZ. Baron held on to the lead for the first lap but then Greeves mounted Jim Wilson roared by to take the lead. Tim Hart was back in the pack but soon pulled up to bump Baron for second place. Both Wilson and Hart were in the 500cc class so Baron was still first 250cc. Farther back Gary Bailey had his Sachs in the first 125cc spot, with John Rice also Sachs mounted close behind. This pair gave more than a few big bike riders trouble before the grueling three hours were over.

Wilson had problems so he pitted and teammate John Siebrant took over, but Tim Hart had already moved his Montesa into the lead and Tim was really moving. Siebrant did a good job of holding on to second place but he could not cut the minute and a half lead Hart had. As Wilson came back into the action he cut very little from Hart's lead until Hart crashed. Then it was Tim's teammate John Tuddrblum who had the job of trying to catch the seemingly unreachable Jim Wilson. Soon after Hart came back in Wilson turned it over to Siebrant, but Hart was too close and he took the lead.

With the race at about the half way mark Tim Hart who had driven a beautiful race crashed and sustained a broken nose which put him out for the day and meant that Tuddrblum would have to go the remaining hour and a half with no relief, and Wilson had moved back into the lead.

With Wilson in the lead it looked like things had settled down to a lap by lap grind. Although this type of race is very difficult to follow everyone was quite sure that Jim Wilson was the leader and that Bruce Baron was first place 250cc.

Jim Wilson was first to roar past the flag, but when the lap sheets were tallied – Guess who won the Ascot team motocross. Steve Hurd who was very uncolorfully dressed had managed to complete two more laps than Wilson. Hurds plain appearance and unspectacular riding style went unnoticed but his lucky number 7 caught the lap scorer's eye every lap. Hurds partner was Bill Brokaw, who also did little to attract attention but did a lot of fast moving.

The lap sheets also fooled the many people who had Bruce Baron figured for the win in the 250cc class, because the records showed that it was the team of Poky Sanderson and Larry Burns who

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Tim Hart scoops down on CZ rider #1.

The three hour grind requires at least one pit stop. An AJS rider gets his tank topped up. Riders changed whenever they became tired. Crashes sometimes upsets the schedule but mostly went twenty minutes at a time.

Here's how they did it. Jim Wilson and Bob Kulek take the flag in the passenger race.

took the win on their Husky over the team of Bruce Baron and Ron Bunn who were second.

The three hours meant 69 laps for winners Hurd and Brokaw, but no one else was on the same lap. In fact many had dropped out long before because the three hour event was murderous on both man and machine.

(Results on page 17)

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Meanwhile Don Watkins, Jr. had been out collecting another desert win on his Cappra and Rick Norris made it two in a row at Bay Mare as he again handily dealt with the other 250cc Div. I riders, Jan. 4th, on his Montesa....oh yea, and if that isn't enough, word comes to us from across the deep water that Montesa Cota 247's are holding down 3 of the top 10 positions in World Trials Competition. How about that, sports fans?

STUMP

Eventual winner Ruben Benites chases Jim Le Blanc in the 125 Amateur-Expert class, Larry Shoemaker follows.

By Ron Szilagyi, Action Photo

ORANGE, CAL. Jan. 25, 1970 – Over a fast and slick Saddleback Park course the Stump Jumpers M.C. put on the first AMA Motocross of the new season. Mark Blackwell took two second place finishes behind Russ Darnell in the 500 Am/Ex. bash to win the class ahead of Russ, Dennis Keefe and Chuck Minert.

Darnell was leading the first moto when a handlebar bolt broke and put him out of contention. Mark won the first moto but Russ came back to win the next two with Mark trailing.

Dennis Keefe rode to consistent third place all day and tucked away third overall.

Maico rider, Chuck Hecker worked his way from fourth place to win the second

Chuck "Feets" Minert was the first 4-stroke home in the 500 Amateur-Expert class on a BSA.

Mark Blackwell, Husky was overall winner in the 500 Amateur-Expert class.

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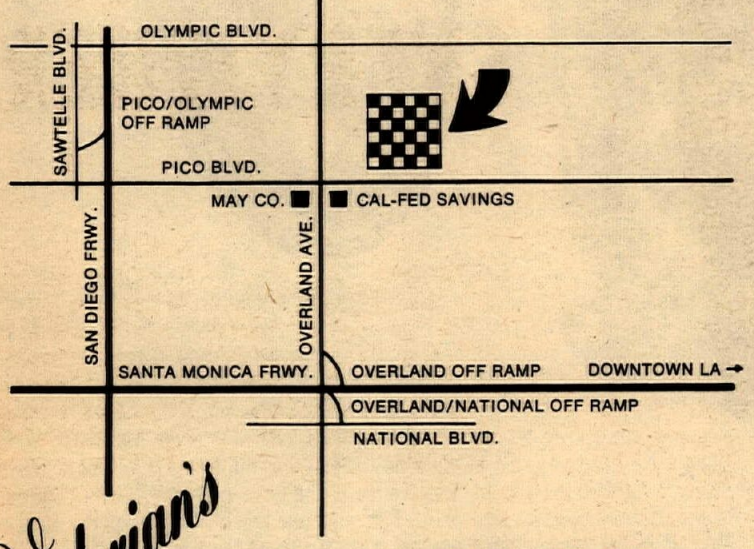

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500 Novice moto after passing Phil Mailoux, Don Kadler and Sam Jones. Chuck won the other two motos also so he was a run away winner followed by Husky mounted Sam Jones. Sam had two second.

Dave Aldana powered his Ossa into the lead in all three 250 Expert motos and each case Greg Smith came from behind on his CZ to take the win. Greg won the class and Dave was second. Aldana lost one lap and considerable points when he endoed on a big down hill.

Ron Morita flew his Maico over the course for an easy win in the first 250 Novice Div. I moto. Gary Egloff got jammed up in traffic and cut the course zapping about 20 riders to earn a disqualification in the first heat. He was allowed to ride the next two races and picked up two firsts to win the class. Morita finished second after doinga thing in the sand wash that gave Gary the lead.

250 Novice Division II winners were Mark Noar, John Morns and Nate Sciacqua.

Ruben Benites and Bill Urban were first and second in the 125 Expert class. Ruben and Larry Shoemaker were wheel to wheel in the first and second moto and Bill Urban who had ignition trouble in the first moto won the next two just ahead of Ruben and Larry.

Brian Breaker took an easy lead in the first 125 Novice race and while challenging Dick Frampton and Chuck Woody in the next round Brian did an endo that will curtail his motocross activity for some time.

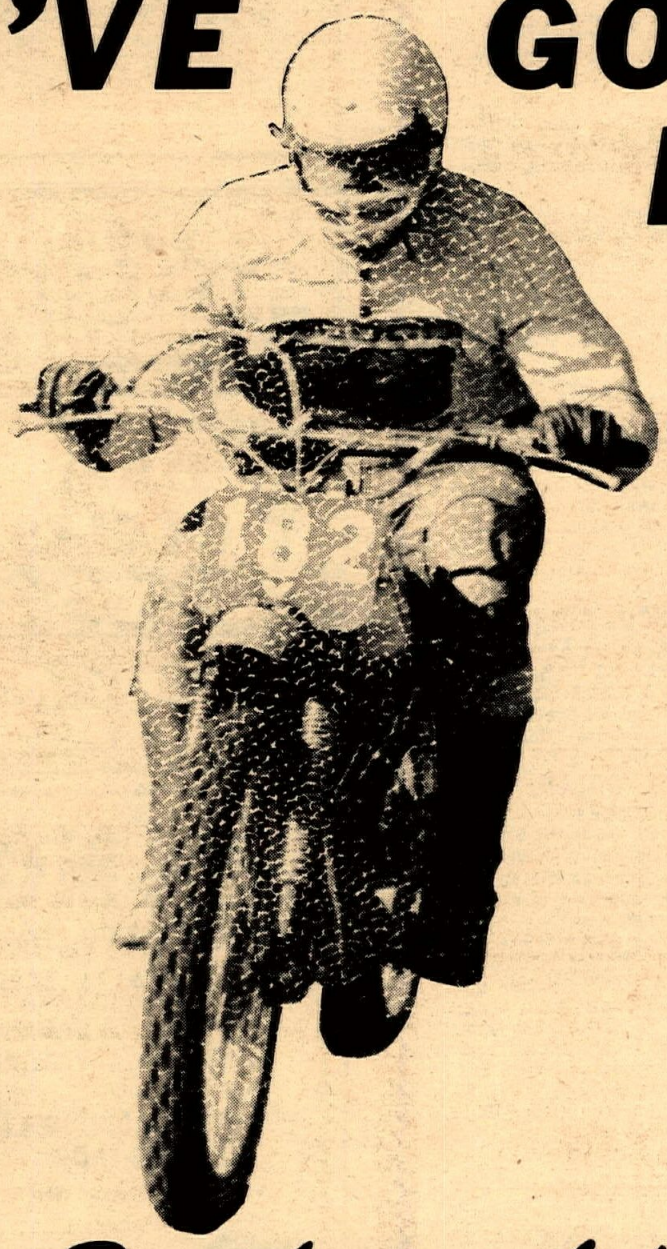
Chuck Woody went on to take the last two motos and nail down a class win ahead of R. Sundberg.

(Results on page 17)

Yamaha rider Chuck Woody grandstands down the straightaway towards the 125 Novice victory.

Showing expert form Chuck Hecker leaps his Maico enroute to 500 Novice class win.

IF YOU'VE GOT IT FLAUNT IT!



T.T. SCRAMBLES
Dehesa, Calif.
Jan. 18, 1970
125 NOVICE
Mike Stephenson Sachs

MOTOCROSS
Helvetia Park, Calif.
125cc AM./EX.
Bob Moore Sachs

T.T. SCRAMBLES
Bay Mare, Calif.
Jan. 18, 1970
125cc NOVICE
C. Berry Sachs

DEADMAN'S POINT
MOTOCROSS
Apple Valley, Calif.
125cc DIV. II
Randy Klossen Sachs

HI GH BOOTS MOTOCROSS

HIGH BOOTS MOTOCROSS
Dehesa, Calif.
Jan. 4, 1970
0-125cc EXPERT
*Eric Crippa Sachs
125cc NOV. B
*Jim Beauchamp Sachs
100cc NOV. A.
*Mike Roach Sachs

SACHS WINS EVERYWHERE

SANTA MARIA, CAL., Jan. 18– Gene Canady left no doubt in anyone's mind today that "The Era Of The Lightweights Is Upon Us" as he convincingly beat all comers in the Open Sr. Class at the Slo-Pokes Motocross. Gene drove the point home by winning all 3 Motos on his 125cc Sachs, leaving the highly touted 360 and 400cc machines adrift in his wake. The point is....you don't have to spend $1400 to win anymore.

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CYCLE NEWS NORTH

The Sandpit is well named. Three riders get airborne over one of the gritty jumps.

Grossi Slips In At Salinas Sandpit Scrambles

SALINAS, CAL. Jan. 18, 1970 – The Salinas Ramblers M.C. has the most formidable scrambles track around. In fact, the sandpit is a rough motocross track, except when the Europeans are in town.

While the Europeans were not here, the best local talent certainly was. Bob Grossi showed his European training in the 500cc Expert class with convincing wins in his heat and the Main. It will be the likes of young Grossi who will be America's contribution to motocross racing. His competition came in the large form of Al Kenyon on a CZ. Al's start was fantastic and except for not being able to keep it in gear, he could have held off Grossi for the win. Al's problem was due to very deep sand ruts which would knock the selector out of position every time he laid it over hard.

Both Grossi and Kenyon have that deliberate style that is rare and absolutely fascinating to watch. The other super rider in this class is Dave Hansen who rode a Sonny Kenyon prepared Bandito in place of his own Maico. All three traverse this treacherous track by merely hitting the high spots.

The 40 inch Main went to Lance Anderson, who is seen rarely due to college, but who usually does well when he is here. Ray Huff led the Main but he succumbed to the rippley sand hole at the bottom of the track.

An indication of how the two strokes are doing is seen in the 250cc Novice class which ran five full heats. It is not uncommon to see 75 riders show up to ride this class.

In the 250cc Expert main, Al Kenyon rode his Bultaco to the win over Hansen and Ray Huff. Huff is a 39 year old Modesto motorcycle mechanic who has many years of hard scrambles under his belt. His age is enough to put him on the spectator side and let the kids do it, but it is rare to see him not win a trophy. Ray has a protege by the name of Dennis, who will be great if only by the fact that he can keep up with his old man.

(Results on page 17)

CMC North Opens With Sacto Motocross

SACRAMENTO, CAL. Jan. 25 – A well-watered course tested 59 northern California motocross racers who flexed their muscles at the first CMC race outside of southern Cal. Sunday.

Bob Grossi showed his championship colors by coming from 'way behind to place second behind the winning Husky of Bill Saltzman. Grossi missed riding the second of three Senior 500 motos entirely.

New Junior Steve Darrow, riding his first motocross on a borrowed Maico, battled with Chris Carter to a tie for second in the 250 Jr. class. The CZ of Amos Calem seemed impervious to mud and dominated the class.

"For the first race, I'm happy," commented promoter Bill Smith. "Not overjoyed, but happy. Northern California riders became educated to European type CMC motocross...maybe TOO European, after the mudhole worked up!"

Riders all liked the event, especially the money paid to Senior placers. The next race will be Feb. 15 at Helvetia Park, Sacramento. Smith announced that a special CMC North series with a new CZ motocross machine to the winner will begin soon. Pre entries of $5 should be sent to CMC, 944 Lucia Dr., Pleasant Hill, Cal. 94520.

(Results on page 17)

Northern Directory

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NORTH BAY MOTORCYCLES – Jawa & CZ sales & service. Sidecars. I.S.D.T. 250's & 402's. "The Motocross Headquarters for North Bay." Parts & Accessories. Open 9 to 6. 2120 Concord Ave., Concord, Calif. 94520. (415) 687-9300.

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Mark Repeats, Knievel Jumps 11, Decks Heckler

By W. H. Spencer

SAN FRANCISCO, CALIF. Jan. 23 – Remarkable Mark Brelsford won all but the deed to the San Francisco Cow Palace again Friday night. This was probably the only predictable occurrence, though. Big deal of the night was Evel Knievel and the place was jammed to capacity, with the fans hanging from the rafters. Knievel did his thing and Mark made it eight wins.

The Main Event line up crept across the line in anticipation of starter Barkley's command. After the second false start, Novice Bruce Teixeira went to turn around behind the penalty line as the flag went up. Brelsford had no problems taking the lead with stylish Novice Kenny Roberts slipping under Expert Russ Powell for a short lived second place. He was passed on lap two by Powell and finished fourth behind hard charging Bill Morgan who had also been spending time catching up from the penalty line.

Fifth went to Sam Mangalin, 53y, who has improved greatly in the recent races. Teixeira saved a sixth after staring last. Chal De Cecco 85y, bailed off but recovered to finish in front of Gene Romero, #3, who suffered mechanical stutters all night.

The first semi went to Brelsford and on the sixth lap he turned a 8.78 sec. lap which is really full tilt. The second semi was easily won by Teixeira.

To complete the night's racing, Brelsford won the trophy dash easily.

Jim Rodaer held off Kenyon for the win in the consolation and fast Frank Gillespie finished third. Greg Hodges blew it up after crashing on the first start.

(Results on page 16)

EVEL DOES HIS THING

Evel Knievel is a great showman. After his entrance via a chauffered Rolls he limped into his portable dressing room for a change into red, white and blue leathers and a last minute consultation with his doctor. When he reappeared, in just the right amount of time, the stands were slavering for some action.

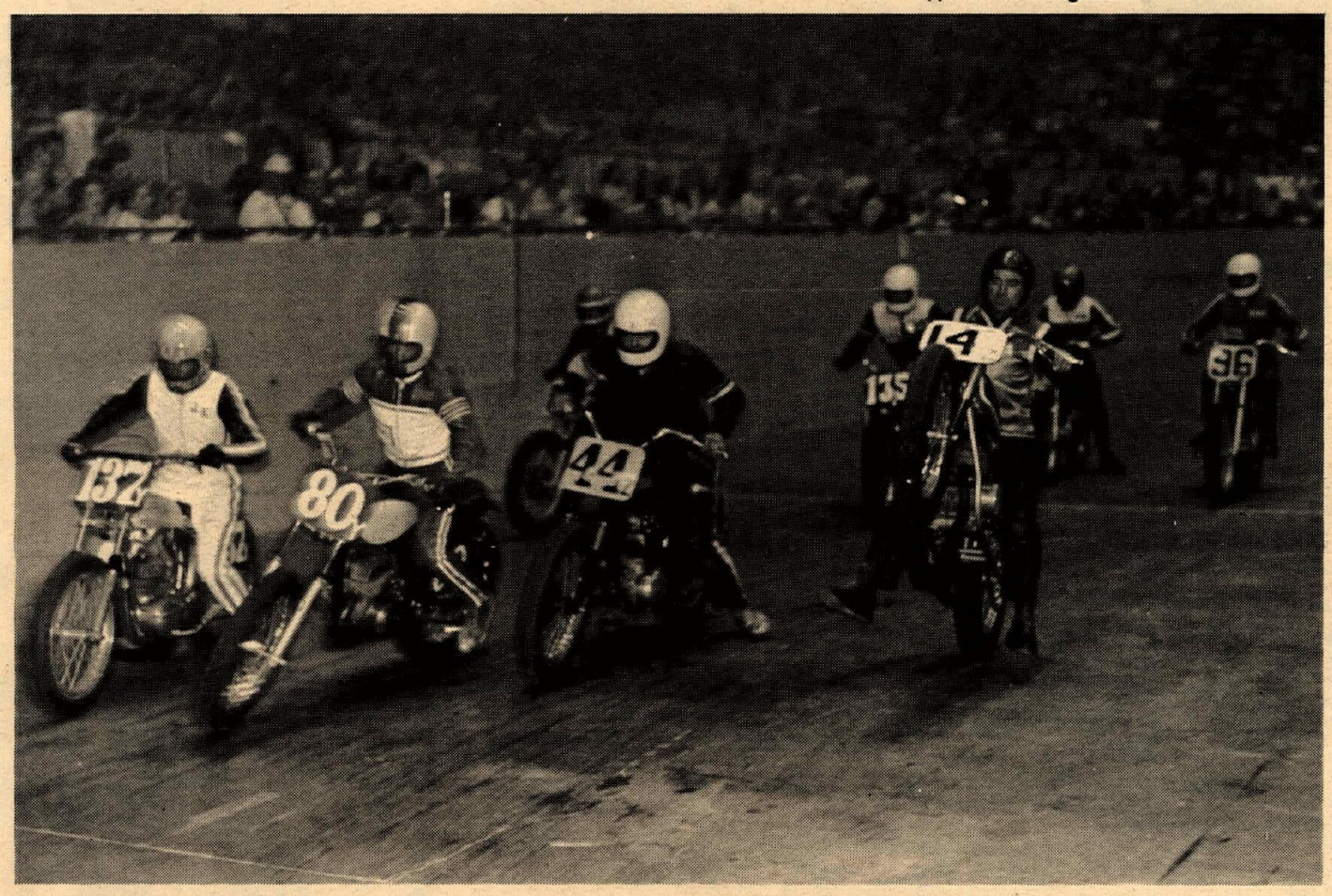
First item on his high flying agenda was a courtesy thank you to all his sponsors and the promoters who brought him into town. The next item was done with so much aplomb that it fairly oozed sentiment. Knievel had met a young lad on his previous trip to The City and the lad, Dexter Bibbs, had expressed his need for a mini-bike, presumably so that he could train and grow up to be just like Evel. Well he got his wish, courtesy of Hap Jones, and the crowd broke up. Very nicely done.

On his first test run a chain broke and after a long stage wait he was back in action on bike #2. After two real scary practice runs Evel screamed up the ramp, over eleven cars and down to a safe landing. Fantastic.

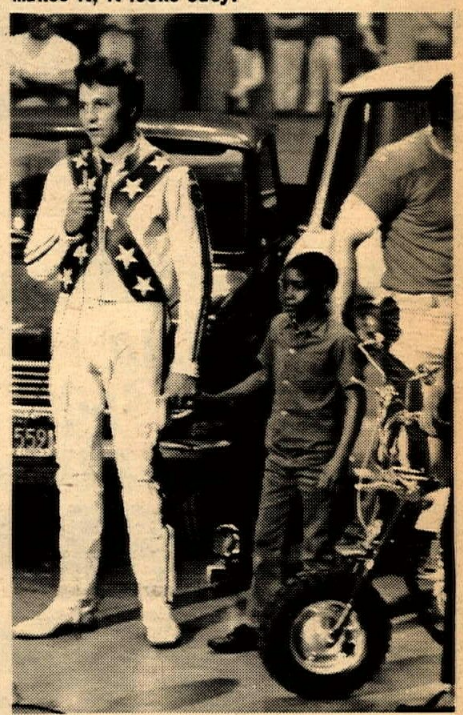
As Evel rode back for his tribulations a couple of non-descripts disguised as Hell's Angels jumped down to the track and went after the stuntman. Evel dropped his Eagle and decked one with a single punch. This was like a signal to the rest of the 12,500 assembled fans and the riot that ensued was short lived and bloody. Not a very savory ending to a very spectacular sight. Knievel is indeed the "Last of the Gladiators."

Brelsford waves as sponsor Dud Perkins applauds in background.

Crowd reaction to Knievel's jump. When he makes it, it looks easy.



Largest turn out of riders filled the Cow Palace lists as sellout crowd promised big overage money. Novice Ken (80y) Roberts impressed fans with precocious mastery of demanding short track style.



Evel gave young Dexter Bibbs a wished for minibike.

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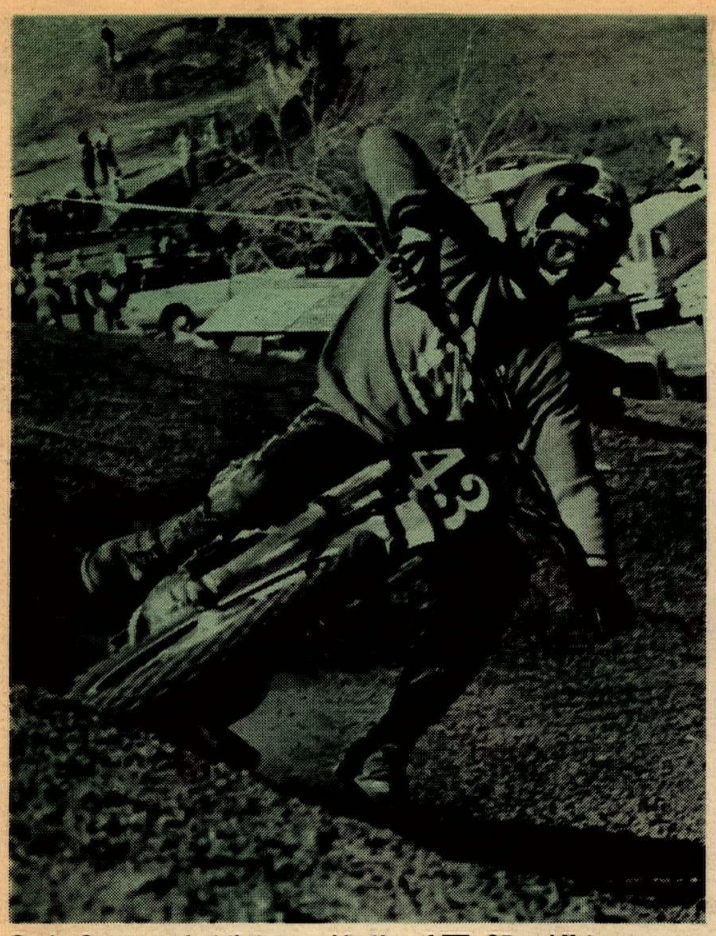
COMBO CROSS TEA



Combo Cross was just that, a combination of TT, GP and Motocross.

Photo and Story by Terry Pratt

MOORPARK, CAL. Jan. 25, 1970 – The Bay Mare Combo-Cross team race again fell to the Yamaha of Thousand Oaks racing team spearheaded by Bill Payne who picked up seconds in both of the 15 minute motos. The Yamaha team barely out pointed the R and D Maico riders by having strong point scorers in the middle of the pack but the moral and psycho-logical victory of the day would have to go to Bruce McGuire, the New York Bultaco rider who was brought in by promoter Dave Grove for the Combo-Cross and next weeks Team Prix.

"Super Bruce", a long time riding partner of East Coast Inter-Am star Barry Higgins, arrived in the sunny Southland after leaving two feet of snow in up state New York.

He told us that he hadn't ridden in over two months but it didn't show after the flag dropped at Bay Mare.

Off to a bad start in the first moto, Bruce was wailing in the middle of the pack and passed two or more riders a lap until he took the lead away from Maico powered Bob Steffans.

The start of the second moto and the team race. These fellows take their racing seriou

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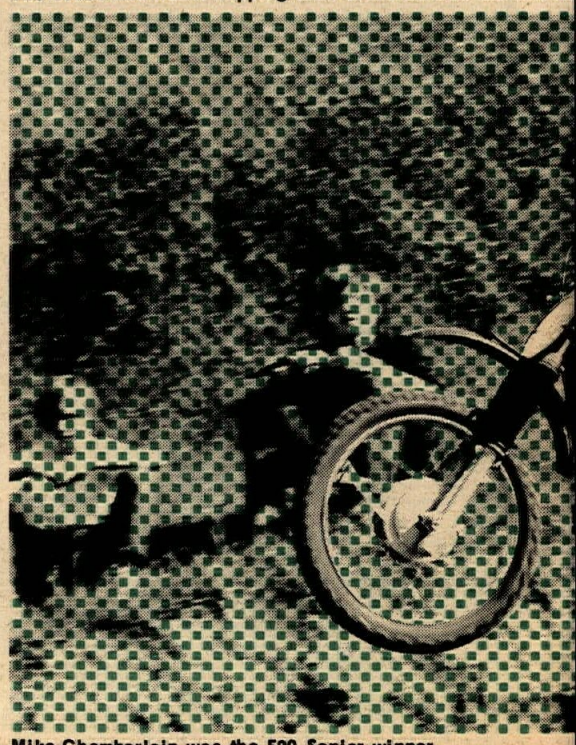
The esses had riders flipping their bikes hard to the left an



Mike Chamberlain was the 500 Senior winner.

AM RACE FALLS TO YAMAHA

Super Bruce Gets Moral Victory

The far-out part of all this is that the Bultaco's rear brake rod popped out of place and McGuire was riding the high speed course by over revving his engine to slow down for the turns. That proved to be his down fall and with a big lead in the closing laps the piston seized long enough to stop Bruce's ride and give the win to Steffans. The Bultaco restarted and McGuire finished down in the pack.

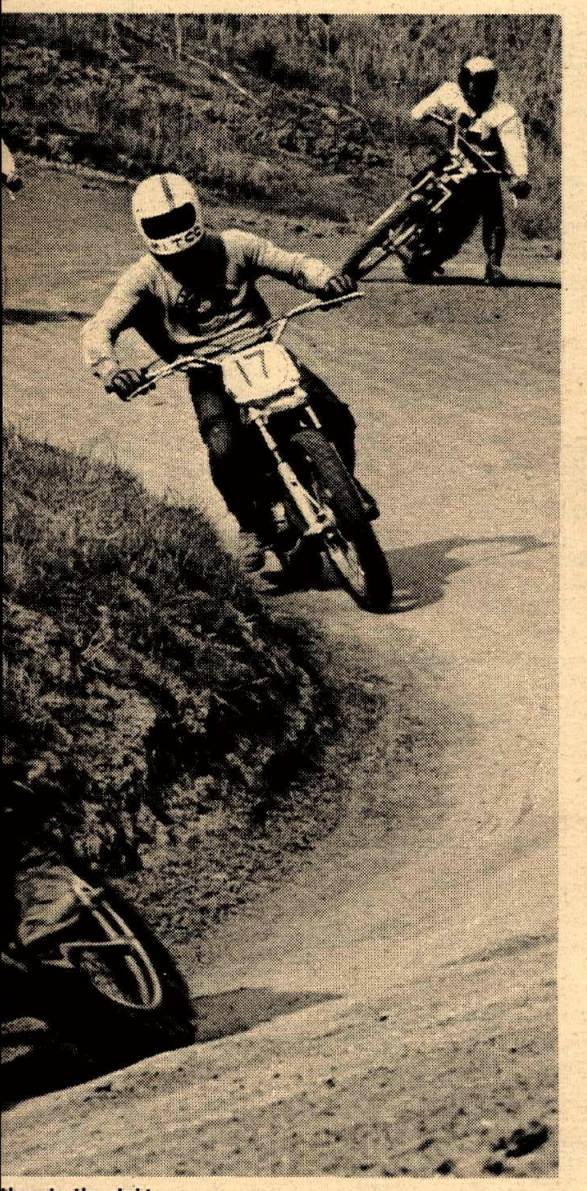
In the next moto Bruce was leading again. He told us, "I looked around and saw I had a good lead so I slowed down a little but I took it too easy and crashed in the sandwash." His nose dive in the rolling hummocks seemed to be caused by not using enough wheel lifting power but he didn't even kill the engine and was up and away in a twinkling.

Steffans was second place in the second moto until he began having shifting trouble and succumbed to the presure put on by Bill Payne.

Mike Chamberlain won the 500 Senior race ahead of Bill Bogner, while Steve Scott and Bob Vacca tied for first in the 125 Senior go.

(Results on page 17)

Bruce McGuire was flown from his home in the East to compete at Bay Mare. He was leading the first moto and won the second.



then to the right.

Jesse Goldberg won the Old Timers race.

Super Bruce!

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T5 250cc 5-PORT MOTO CROSS

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results

AMA DISTRICT 37 1969 MOTOCROSS POINT STANDINGS

Po.	Name	1969#	Pts.
1.	Bob Maynard	2	745
2.	Joe Veillon	448	515
3.	Jim Dawson	288	489
4.	John Maynard	3	486
5.	Walt Bird	453	377
6.	Jim Wilson	95	360
7.	John Rice	126	348
8.	William H. Payne	512	307
9.	Mike Chamberlain	134	293
10.	Rodger Flaming	241	275
11.	Gary Bailey	200	265
12.	Larry Shoemaker	798	250
13.	Dave Rodgers	416	249
14.	Jim O'Neal	502	240
15.	Linus R. Beall	519	235
16.	Bob Steffan Jr.	90	226
17.	Mark Cook	245	223
18.	Dick Camp	10	210
19.	Bob Ewing Jr.	435	210
20.	Rick Hall	342	200
21.	Lon Peterson	456	185
22.	Skip Porter	45	181
23.	Mike Bast	115	181
24.	D. S. Martin	57	180
25.	Alfred Egizi	363	169
26.	David E. Garber	357	163
27.	Bruce Baron	401	156
28.	Chuck Minert	1	150
29.	Bill Gomen	6	150
30.	Joe Biedenbach	48	149
31.	Steve Bast	114	145
32.	Ruben Benites	40	144
33.	Steven F. Armstrong	266	135
34.	Dean York	622	135
35.	Fred Herbert	491	134
36.	Harley E. Pace	82	131
37.	Milton J. Hayes	382	131
38.	Richard F. Blom	328	128
39.	Robert W. Rose	497	128
40.	David E. Smead	607	123
41.	Mickey Alzola	156	120
42.	Jay Ferris	864	120
43.	Hank Wessel	37	114
44.	Steven Goldberg	176	111
45.	Ron M. Rakisits	109	110
46.	John Hateley	15	105
47.	Jesse Goldberg	140	105
48.	Robert Fortier	551	105
49.	Allen Welcome	149	103
50.	Tom Rapp	5	102
51.	John Pavich	345	102
52.	Larry M. Watkins	517	99
53.	Steve Stricklin	460	95
54.	Mike Harrison	728	85
55.	Chuck Daley	44	83

AMA DISTRICT 37 1969 DESERT TRAIL BIKE POINT STANDINGS (Cont'd)

61.	Ed Scheidler	Ex	400
62.	Tim Ryan	Am	390
63.	Ron Burpo	Am	390
64.	John Speakman	Am	386
65.	Earl West	Am	375
66.	James Scarberry	Nov	358
67.	Doug Sharp	Am	345
68.	Patty Domay	Nov	340
69.	Terry Gagnon	Am	339
70.	Bob Griffin	Nov	327
71.	Mary Brooks	Am	327
72.	Dick Moseley	Am	321
73.	Ron Matheny	Ex	310
74.	Mike Mulconery	Nov	308
75.	Robert Lewis	Am	308

AMA DISTRICT 37 HEAVYWEIGHT DESERT STANDINGS (Continued)

95.	Frank Aguaro, Jr.	Am	260
96.	Robert Dotson	Nov	258
97.	Todd Martella	Am	257
98.	Bob Campbell	Am	255
99.	Ron Blumke	Am	252
100.	Bob Ewing	Ex	248
101.	Orie Cole	Ex	230
102.	Don Housen	Am	228
103.	Floyd Burk, Sr.	Ex	225
104.	Denby Dailey	Nov	225
105.	Robert Brown	Nov	223
106.	Jack Ross	Ex	223
107.	Nick Gula	Am	222
108.	Bob Arison	Ex	221
109.	Jack Lapraik	Ex	220
110.	Don Mardon	Nov	216
111.	Scott Lapraik	Am	215
112.	Arden Schug	Nov	213
113.	Dennis Rempel	Ex	210
114.	Robert Jones	Am	210
115.	Jim Merriken	Am	206

33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33
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T.T. SCRAMBLES
Manzanita Speedway
Phoenix, Ariz.
Jan. 18, 1970

125cc NOV. MAIN	
R. Brown	Bul
P. Rosenfeld	Hon
B. Swinhart	Yam
125cc AMATEUR MAIN	
B. Perrin	Yam
D. Witmer	Sac
D. Nobbley	Yam
125cc EXPERT MAIN	
G. Wells	Yam
D. Croyle	Yam
250cc NOVICE MI	
250cc NOVICE MAIN	
J. Marchetti	Yam
B. Iles	Yam
D. McMillian	Yam
250cc AMATEUR MAIN	
J. Boat	Yam
B. Miller	Yam
S. Bigler	Bul
OPEN NOV. MAIN	
J. d'Aquin	Yam
K. Killebrew	Tri
R. Ford	Tri
OPEN AMATEUR MAIN	
R. Kraft	Nor
C. Kobell	Nor
B. Gruzinski	Nor
OPEN EXPERT MAIN	
B. Boaz	BX
B. Boaz	BSA
J. Haviland	Tri

MOTOCROSS
Salinas, Cal.
Jan. 18, 1970
By Bill Spencer

650 EXPERT	
Lance Anderson	BSA
Larry Lane	Tri
500 EXPERT	
Bob Grossi	Hus
Dave Hansen	Bul
Al Kenyon	C-Z
350 NOVICE	
Rich McCauley	Mai
Pat Egan	Hon
J.W. Davis	Bul
250 AMATEUR	
Jerry O'Connel	C-Z
Dave Pestoni	C-Z
Steve Pestoni	Suz
200 AMATEUR	
Leroy Owens	Bul
Bob Hennessey	Bul
Jim Adams	Bul
650 NOVICE	
Mario Rinaldi	Tri
Bill Bourgeois	BSA
Larry Madrigal	Tri
500 NOVICE	
Ron Johnson	Mai
Bruce Kelly	Hus
Bill Addington	Hus
250 EXPERT	
Al Kenyon	Bul
Dave Hansen	Mai
Ray Huff	Yam
250 NOVICE	
Cecil Willis	Kaw
Ray Atkinson	Hus
John Dieu	Gre
200 NOVICE	
Ed Wilhelm	Bul
Lou Peifer	Bul
Kermit Knafleur	Yam

MOTOCROSS
Ft. Worth, Texas
Jan. 18, 1970
By John Blanton

125cc JR.	
Kail Muchschen	Sac
John Woolley	Sac
Bob Howard	A-E
J.B. Courtney	A-E
David Stanley	Sac
Tom Eller	Yam
Dennis Niles	-
Gordon Roundtree	Yam
Jerry Herrell	Pen
S. Richardson	Kaw
L. Flowers (tie)	Pen
L.D. Williams	Pen
Tex Osborne	Yam
Darrell Davis	Sac
125cc SR.	
John Loughlin	A-E
Ernie Russell	A-E
Joe Rachel	Pen
David Hickman	Zun
Ike Jefferies	Kaw
Billy Johnson	Yam
Doug Parks	Yam
Mike Kidd	Bul
George Parks	Yam
250cc JR.	
Michael Arends	Oss
Ron Bandel	Yam
David Jones	Oss
Jimmy Beckham	Yam
Bill Hicks	Kaw
R. Pruitt, Jr.	Hus
Don Osborne	Yam
Don Smith	Yam
250cc SR.	
Wyman Priddy	Mai
Bill Kasson	C-Z
Ronnie Hutchens	Bul
Alan Dye	Oss
William Martin	Bul
Joel McFall	Jam
OPEN JR.	
Walter Nerren	Hon
Barry Woods	Hus
John Densmore	Mai
Don Miller	Bul
Johnny Crawford	Hus
OPEN SR.	
Ken Merten	Hus
Joe Rachel	Mai
Floyd Hungerford	Hus
David Hickman	Bul
Tom Hairston	Mon
Mark Moore	C-Z

MOTOCROSS
Lompoc Slo-Pokes M/C
Santa Maria, Cal.
Jan. 18, 1970

250 NOV. 1 DIV.	
*John Grossini	Suz
*Jack King	C-Z
*Joe Cushaway	C-Z
*James Beardsley	Suz
250 NOV. 2nd DIV.	
*Paul McDaniel	Yam
*Doug Grant	Suz
*Gary Chaplin	C-Z
*Joe Bonnello	Mai
360 EXPERTS	
*Al Davis	C-Z
John Hessick	Mai
John Asbury	Tri
250 EXPERTS	
*Robert Fortier	C-Z
*David Worth	C-Z
Jim Cooke	C-Z
Ken Phelps	Suz
Dan Colby	Bul
125 EXPERTS	
*Eugene Cannady	Sac
*Richard Allen	Yam
Tom Davis	Sac
Robert Fortier	Sac
Mike David	Sac
125 JR. 1st DIV.	
*Rick Biddle	Yam
*Dennis Law	Yam
*Leroy Cushaway	Sac
*Joel Eckels	Yam
Don Kepley	Yam
125 JR. 2nd DIV.	
*Tom Miles	Yam
*Dave Barcelona	Sac
*Gerald Knecht	Sac
*Tom Spichtig	Yam
*Richard Tingsfrom	Yam
100 JR.	
*Larry Greer	Hod
*Vincent Clark	Hod
*Warren Burrell	Hod
Allen Griswoud	Sac
Mike Monacterrio	Hon
OPEN NOVICE	
*Stam Peden	Hus
*Darryl Deinhard	C-Z
*Donald Kadleic	Hus
James Chandler	Hus
Dale Arrant	Mai

C.E.R.A. ENDURO I
Barstow, Cal.
Jan. 4, 1970

* 1.	Dave Evans	A/L Yam	Yam
* 2.	Gary Boltjes	C/LH	Hon
* 3.	Richard Thomas	C/L	Yam
* 4.	Max Melchert	B/L	Yam
* 5.	Chris Murdock	C/L	Yam
** 6.	Ken Lewis, Jr.	A/L	Gre
** 7.	Ernie May	A/H	Tri
** 8.	Ken Lewis	A/L	Duc
* 9.	Carl Maginn	A/H	Tri
*10.	Butch Kohler	B/L	Oss
*11.	Dick Knapp	B/LH	Hus
*12.	Lyle Taylor	A/H	Tri
*13.	Johnny Klocker	B/LH	Hus
14.	Ray Baker	A/L	Yam
*15.	Dick De Bolt	A/H	Tri
*16.	Don Kempt	A/T	Sac
*17.	Ellie Howseman	A/L	Yam
18.	Dave Garrett	A/L	Gre
*19.	Rex Porter	B/L	Yam
*20.	Larry Freeman	A/H	Tri
*21.	Marvin Parry	A/H	Tri
*22.	Barry Keenly	B/L	Yam
*23.	LeRoy Miller	B/H	Tri
*24.	John Clayton	B/H	Met
25.	Eddie Day	A/L	Tri
26.	Jeff Heninger	A/L	C-Z
*27.	Al Hillan	B/L	Yam
*28.	Ronald Weddle	C/L	Suz
*29.	Dave Strain	B/L	Hus
*30.	Tom Greener	C/L	Gre
*31.	Robert Reen	B/LH	Duc
*32.	Joe Anastacio	B/LH	Mai
33.	Richard Young	B/L	Yam
*34.	Ray Spraggins	C/L	Yam
*35.	Craig Young	C/L	Yam
*36.	Stan Kohler	B/L	Oss
**37.	Chet Kohler	B/LH	BSA
*38.	Stephen Carter	B/L	Yam
*39.	Joe La Porte	B/LH	Mai
*40.	Max Bubeck	A/T	Hod
*41.	Ron Vincellette	B/LH	Hus
42.	Doug Clark	C/L	Suz
43.	William Watson	B/L	Yam
44.	Mil Green	A/L	Yam
45.	Ed Gardner	B/L	Hus
46.	Dick Ahlefeld	A/H	Tri
47.	Fritz Moeller	A/L	Yam
48.	Clayton Jiles	A/H	Tri
49.	Earl Holbrook	A/L	Yam
50.	Bud Howseman	A/H	Nor

FIRST "A" TEAM
E. May
L. Taylor
D. De Bolt
2nd "A" TEAM
L. Freeman
M. Parry
J. Kulek
FIRST "B" TEAM
S. Kohler
C. Kohler
J. La Porte
2nd "B" TEAM
S. Carter
A. Spraggins
R. Vincellette
FIRST "C" TEAM
K. Sixbery
C. Ramage
P. Terlizzi
FIRST GIRL
Ellie Howseman
1st FATHER-SON
K. Lewis, K. Lewis Jr.

ELSINORE
Jan. 17, 1970
By Lorri Lee

100 NOVICE NOVICE	
L. Rhume	Hon
F. Slier	Hod
D. Ball	–
125 & UP NOV. NOV.	
R. Van Santen	–
M. Gawer	Yam
T. Gavett	Bul
100 NOVICE	
B. Dobbs	Kaw
D. Perrault	Suz
M. McGarrey	Kaw
M. Laney	Hod
125 NOVICE	
K. Kanaki	Yam
S. Tinsley	Yam
M. McGarrey	Kaw
250 NOVICE	
G. Lane	Bul
D. Hannon	Bul
D. Hoffner	Oss
350-500 NOVICE	
B. Bird	BSA
100-125 EXPERT	
L. Bird	Yam
T. Warren	–
250 EXPERT	
M. Hannon	Bul
L. Hardison	Bul
R. Ringin	Kaw
500 & OPEN EX.	
R. Vanderpool	Ric
SPECIAL EXPERT	
R. Vanderpool	Ric
M. Hannon	–
L. Shaw	Bul
SWEEPSTAKES	
R. Vanderpool	–

AMA DISTRICT 37 1969 MOTOCROSS CLUB POINT STANDINGS

Po.	Club Name	Pts.
1.	Scramblers M.C.	1526
2.	Stumpjumpers M.C.	646
3.	Shamrocks M.C.	492
4.	Simi Valley M.C.	459
5.	Antelope Ramblers M.C.	362
6.	Orange County M.C.	336
7.	Prospectors M.C.	315
8.	Lightweights M.C.	286
9.	Competitors M.C.	275
10.	Spokebenders M.C.	260
11.	Rams M.C.	244
12.	So. Cal. M.C.	210
13.	Red Dots M.C.	205
14.	Checkers M.C.	198
15.	Viewfinders M.C.	148
16.	Invaders M.C.	139
17.	Desert M.C.	137
18.	San Gabriel Valley M.C.	125
19.	Four Aces M.C.	114
20.	Victors M.C.	105
21.	Jackrabbits M.C.	87
22.	100's M.C.	58
23.	Gripsters M.C.	48
24.	Sandblasters M.C.	40
25.	Powder Puff Association	38
26.	Dirt Diggers M.C.	22
27.	Sled Riders M.C.	20
28.	Bay Mare Cycle Assn.	8
29.	Lost Angels M.C.	3
30.	Sinners M.C.	22

TROJAN SPEEDWAY
Jan. 23, 1970
By Dennis Greene

T.T.	
100cc	
Bill Dobbs	Kaw
Bob Hardson	Yam
John Sperry	Suz
125cc	
Jim Raymond	Yam
Danny Corbett	Yam
John Sperry	Suz
250cc	
Irwin Moon	Bul
Marion Gregson	Yam
Jim Arledge	Yam
F.T.	
100cc	
Tim Beason	Kaw
John Corbett	Hod
125cc	
Scott Autrey	Yam
Danny Corbett	Yam
Chris Smith	Kaw
250cc	
Larry Shaw	Bul
Ron Byrd	Yam
Irwin Moon	Bul

HMSA MOTOCROSS & SHORT TRACK
Houston, Texas
Dec. 21, 1969

SR. MOTOCROSS	
0-125cc	
Joe Delorenzo	Pen
Robert Graham	Pen
Kriss Harlow	–
126-250cc	
Greg Graham	C-Z
Richard Parker	Yam
Wayne Jones	Yam
251-OPEN	
Hugh Howell	Mon
Steve Brock	Mai
Joe Linn	–
SR. SHORT TRACK	
0-125cc	
Bill Feldshaw	Kaw
Bice Cadion	–
Bubba Rush	–
126-250cc	
Don Wyman	
Tom Atwell	
Rusty Sowell	
251-OPEN	
Hugh Howell	Mon
Jimmy Wren	–
Joe Linn	–

INTERNATIONAL MOTOCROSS
Woodville, New Zealand
Jan. 11, 1970
Point Standings in the Rothman's Intl. Motocross Series after three events.
By Tim Gibbes

Jeff Smith, England	BSA
Dave Bickers, England	C-Z
Hugh Anderson, N.Zealand	C-Z
Graeme Stapleton, N.Z.	C-Z
Doug McClaren, N.Zealand	C-Z
Roger Happer, N. Zealand	C-Z
Tim Gibbes, Australia(tie)	Yam

TRIALS
Tiger Mountain, Wash.
Dec. 21, 1969

Tom Hines	Bul	28
Dan Brecht	Bul	31
Gary Pugh	–	35
Mike Oliver	–	38
Keith Windham	–	40

RESULTS

MOTOCROSS
CMC NORTHERN DIV.
Helvetia Park
Sacramento, Calif.
Jan. 25, 1970

125cc JR. DIV. I	
Jerry Bland	Bul
D. Buckmaster	Bul
Frank Tubon	Yam
Ron Beamer	Pen
Al Vrooman	Pen
Dan Kelly	Sac
250cc JR. DIV. I	
Amos Calem	C-Z
Steve Darrow	Mai
Chris Carter (tie)	Mai
Gary Hauman	C-Z
Al Vrooman	Suz
Lee Cattaneo	Hus
Bob Bohannon	Kaw
250cc SENIOR	
Bill Saltzman	Hus
Bill O'Brien	Bul
Steve Corcoran	Mon
Phil Jacobson	C-Z
500cc JR. DIV. I	
Bill Addington	Hus
Larry Gower	C-Z
Kris Mellon	Mai
H. Daugherty	C-Z
Bob Malley	Hus
500cc SR.	
Bill Saltzman	Hus
Bob Grossi	Hus
Bill O'Brien	Bul
Don Coleman	C-Z
Jay Caster	C-Z
Matt Falconer	Hus

T.T. SCRAMBLES
Bakersfield, Calif.
Jan. 25, 1970
By Jack Light

100cc NOV.	
K. Shropshire	Kaw
Ryan Gifford	Hod
Don Tinner	-
100cc AM./EX.	
Jack Jones	Suz
Darrell Smith	B-R
125cc NOV.	
Don McCoy	Yam
Bruce Baiseman	Sac
Gene McCowan	-
125cc AM./EX.	
Joe Rosebury	Kaw
Ron Tobey	Yam
Rick Mears	Sac
200cc AM.	
Gary Walker	Bul
Art Carter	Bul
250cc NOV.	
Dennis Lyons	Bul
Jerry Chandler	Bul
Doug Wheeler	C-Z
Michael Arrowside	Bul
250cc AM.	
J. Vasconellas	Bul
Don Hughes	Bul
Dan Colby	Bul
250cc EX.	
Jimmy Maxwell	Bul
Mike Middleton	Bul
Ken Hale	Bul
OPEN NOV.	
Dixie Saunders	Bul
Jerry Langley	Bul
Ed Williams	BSA
OPEN AM.	
Jim Lynch	Tri
Roger Davidson	BSA
Jim O'Hara	Bul
OPEN EX.	
Sid Payne	Tri
Gene Chandler	Tri
Bob Leppek	Tri
POWDER PUFF	
Nancy O'Hara	Yam
Carol Randall	Bri
Elaine Smith	Yam

COMBO-CROSS
Moorpark, Calif.
Jan. 25, 1970
PARTIAL RESULTS
TEAM RACE
Yamaha of Thousand Oaks
R & D Maico
Bultaco East

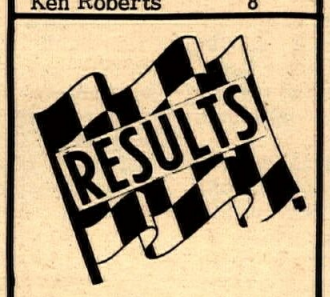
500cc SENIOR	
M. Chamberlain	Mai
Bill Bogner	Hus
Ron Rondell	Ric
125cc SENIOR	
Steve Scott	Bul
Bob Vacca (tie)	Bul
Walt Bird	Yam
OLD TIMERS	
Jesse Goldberg	Mai
Nick McLeod	Hus
James Burgess	Mai
POWDER PUFF	
Carlo Archer	Hon
Ginny Bird	Pen
Linda Bilton	Hod

AMA SHORT TRACK
Cow Palace
San Francisco, Calif.
Jan. 23, 1970
By W.H. Spencer

HEAT I	55:28
Mark Brelsford	H-D
Chuck Palgren	Yam
Sam Mangalin	Bul
Keith Mashburn	Yam
HEAT II	57:40
Bill Morgan	Bul
Dave Hansen	Bul
Butch Corder	Tri
Jerry Baugh	Oss
HEAT III	56:39
Russ Powell	Bul
Ken Roberts	Suz
Bob Scally	Bul
Harry Raggio	Yam
HEAT IV	56:95
Chal DeCecco	Tri
Bruce Teixeira	Bul
Gene Romero	Tri
Kris Bakke	Bul
SEMI #1	1:12:06
Mark Brelsford	H-D
Russ Powell	Bul
Ken Roberts	Suz
Sam Manglin	Bul
SEMI #2	
Bruce Teixeira	Bul
Chal DeCecco	Tri
Bill Morgan	Bul
Gene Romero	Tri
TROPHY DASH	27:94
Mark Brelsford	H-D
MAIN EVENT	2:16:40
Mark Brelsford	H-D
Russ Powell	Bul
Bill Morgan	Bul
Ken Roberts	Suz
Sam Manglin	Bul
Bruce Teixeira	Bul
Chal DeCecco	Tri
Gene Romero	Tri

POINT STANDINGS

Mark Brelsford	83
Russ Powell	35
Butch Corder	30
Terry Sage	22
Ralph Waldman	20
Jim Rice	18
Greg Hodges	17
Gene Romero	16
Bill Morgan	13
Nick Theroux	13
Chal DeCecco	12
Dave Hansen	9
Ken Roberts	8



MOTOCROSS
Saddleback Park, Calif.
Jan. 25, 1970
By Ron Szilagyi

125cc AM./EX.	
Ruben Benites	Bul
Bill Urban	Bul
Larry Shoemaker	Yam
Jim LeBlanc	Bul
125cc NOV.	
Chuck Woody	Yam
R. Sundberg	Pen
Jack Harter	Pen
Dick Frampton	Bul
250cc AM./EX.	
Greg Smith	C-Z
Dave Aldana	Oss
Larry Shoemaker	Yam
Ron Miller	Hus
Pat DeBendtti	Oss
250cc NOV. DIV. II	
Mark Noar	Mai
John Morns	Hus
Nate Sciacqua	C-Z
Joe Paeker	Mai
Dennis Scammell	Gre
250cc NOV. DIV. I	
Gary Eyloff	Hus
Ron Morita	Mai
Richard Blom	Yam
John Parich	Yam
Willard Fletcher	Hus
500cc AM./EX.	
Mark Blackwell	Hus
Russ Darnell	Hus
Dennis Keefe	Hus
Chuck Minert	BSA
500cc NOV.	
Chuck Hecker	Mai
Sam Jones	Hus
Bob Underwood	Mai
Larry Watkins	Mai

ANZAC ROAD RACE
Jan. 25, 1970
By Dennis Greene

SR. G.P. CLASSES	
50cc	
Rudy Reynosa	Vam
Don Wicks	Vam
Sid Chambers	Tar
Chris Anderson	Ita
Alan Spears	Hon
100cc	
Pat Evans	Hod
James McWorthy	Bri
125cc	
Elliot Andrews	Yam
Val Howard	Yam
Rudy Reynosa	Yam
Chief Galbraith	PR SP
175cc	
Stan Smith	Bri
200cc	
Bob Barker	Bri
C. Van Breemen	Suz
Dick Pearce	Gre
Jim Damron	Oce
Curt Stine	Yam
250cc	
S. McLaughlin	Yam
Don Emde	Yam
Dave Damron	Oce
Mike Lane	Yam
350cc	
Don Emde	Yam
Tom Rockwood	Yam
Bob Barker	AJS
James McWorthy	Suz
500cc	
Reg Pridmore	PR SP
Eric Dodd	Kaw
Dick Kilgroe	Hon
OPEN	
Roland Pagan	Tri
Ralph White	Tri
Mike Wozniak	Nor
LIGHTWEIGHT PRO	
50cc	
Sid Chambers	MDL
100cc	
James McWorthy	Suz
Pat Evans	Yam
125cc	
Phil Thompson	Yam
Dick Pearce	Yam
200cc	
Stan Smith	Bri
Mark Loveland	Yam
Jim Damron	Suz
HEAVYWEIGHT PRO	
250cc	
Pat Evans	Yam
350cc	
Randy Dawes	Hon
Rayburn Johnson	Kaw
500cc	
Eric Dodd	Kaw
OPEN	
Roland Pagan	Tri
Mike Wozniak	Nor
Don Watkins	Tri
JR. G.P. CLASSES	
50cc	
Hans Bertelsen	MDL
100cc	
Richard Reynosa	Yam
250cc	
Mark Loveland	Yam
Bill Meyer	Duc
Sam Moses	AER
Mike Hurt	Yam
350cc	
Wade Killen	Hon
OPEN	
Richard Martin	Nor

1969 TOP RIDERS
HUNTINGTON BEACH
CYCLE PARK

1. Mike Chamberlain	1135
2. Dean Butterfield	866
3. Gregg Wickam	800
4. Carrol Heighland	705
5. Jim Peterson	666
6. Dave Fletcher	632
7. Dick Wallace	580
8. Jim Shipman	570
9. Lance Vallery	565
10. Kirk Redding	560
11. Dave Boydstun	555
12. Gary Wells	540
13. Doug McIntyre	532
14. Mike Toussau	510
15. Wayne Rutledge	495
16. Mike Hannon	470
17. Fred Wells	465
18. Larry Stapleton	445
19. Donald Haugh	440
20. Dennis Ralph	425
21. Dan Carlton	405
22. Richard Ray	400
23. Steve Stanfield	395
24. Ray Wunno	385
25. Vincent Zine	380
26. Richard Gann	377
27. Allen Reed	375
28. Tom White	370
29. Steve Tinsley	370
30. Ron Moreno	365

FOUR ACES HARE & HOUND
Jan. 25, 1970
By Dick Wright

J. N. Roberts	500 Ex	Hus
Phil Bowers	250 Ex	Yam
Bruce Dunford	500 Ex	Hus
Whitey Martino	500 Ex	Hus
Tom Poteet	250 Ex	Bul
Ron Wilson	500 Am	Hus
Steve Kirk	500 Ex	Mon
Wes Anderson Jr.	250 Am	Yam
Tom Smith	500 Ex	Hus
Whitey Gregory	500 Ex	Mai
Dusty Coppage	250 Ex	Yam
Gary Griffon	250 Ex	Bul
Doyle Fields	Op Ex	Tri
Duffy Hambleton	500 Ex	Hus
Bruce Lewellyn	500 Ex	Hus
Don Ross	500 Am	Hus
Eric Jenson	125 Ex	Sac
100cc		
Jack Morgan	Ex	Hod
Jack Froelich	Ex	Bul
Jim Sumners	Ex	Hod
Tom Fee	Ex	Hod
Alan Lund	Am	Bul
Mike Hays	Nov	Hod
Don Eide	Am	Hod
W. Dibble	Am	Hod
Rich Mark	Am	Hod

AMA DISTRICT 37 OVERALL DESERT CLUB POINT STANDING FOR 1969

No.	Name of Club	Pts.
1.	Checkers M/C	31,651
2.	Antelope Ramblers M/C	26,212
3.	San Gabriel Valley M/C	15,359
4.	Victors M/C	13,924
5.	Prospectors M/C	13,605
6.	Rams M/C	12,488
7.	Buzzards M/C	12,166
8.	Desert M/C	10,255
9.	Invaders M/C	8,706
10.	So-Cal M/C	6,956

ULTRA LIGHTWEIGHT T.T. SCRAMBLES Pt. Standings Cont'd.

101. Ed. Barnes	33
102. Douglas McIntyre	33
103. Jon J. Carpenter	30
104. Mike Hoffee	30
105. Jim Raymond	29
106. Jim Howerton	28
107. Craig Johnson	28
108. Joan Wilson	28
109. Tiny Doron	27
110. Bill Hardin	27
111. Marty Davis	26
112. Kirk McDowell	25
113. H. Jack Morgan	25
114. Chuck Neeley	25
115. Karl Wilson	25
116. Steve Ducommun	23
117. Walter Foster	22
118. Don Boon	21
119. Lynnette Burk	21
120. Larry Hardison	21
121. Scott Hoffee	21
122. Dan Johnson	19
123. John B. Colombero	17
124. Michael Edmonson	17
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Jan. 25, 1970
By John Shedd

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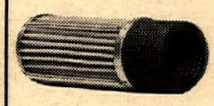

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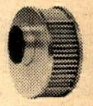

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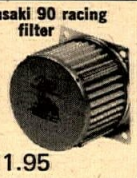

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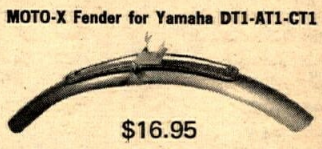

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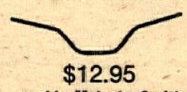

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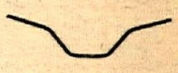

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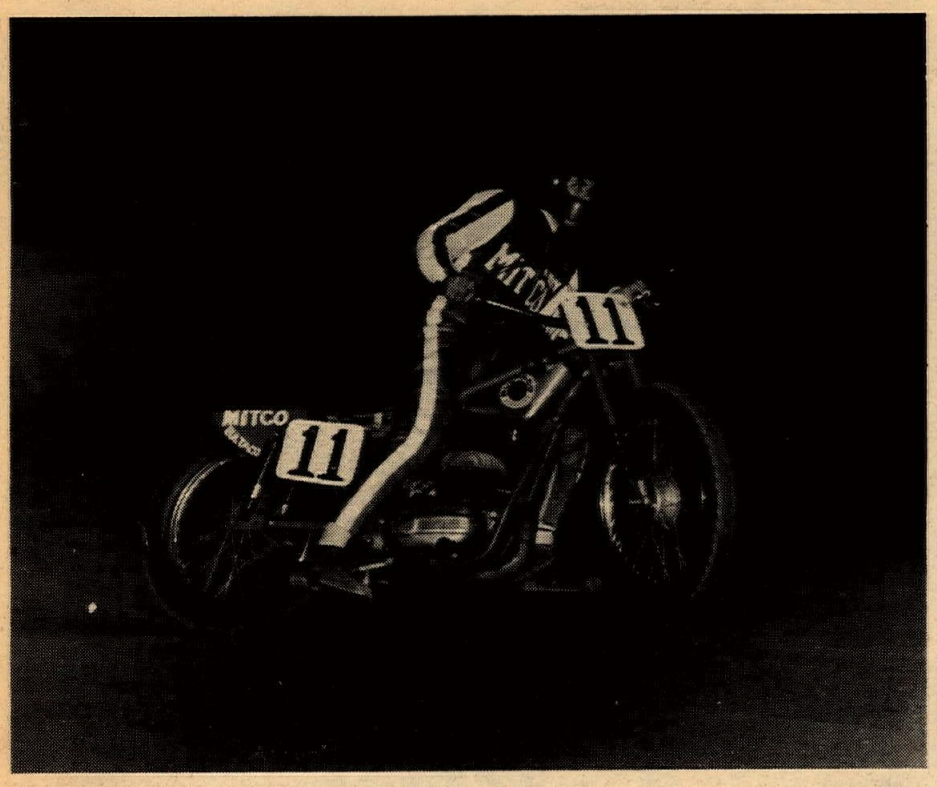
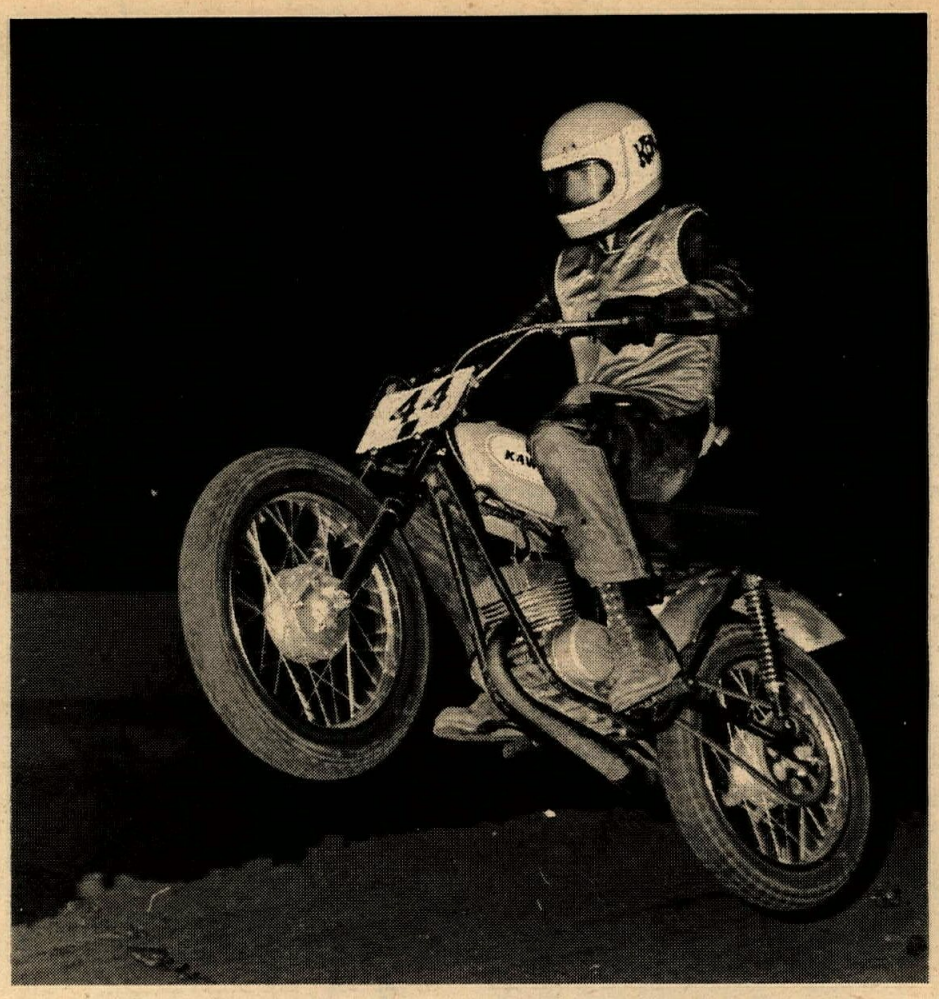
Moon, Raymond Resume Winning Ways At Trojan



The bike's frame and Larry Shaw's riding style make this shot look like Class A Speedway action, but actually the photo comes from the Flat Track races at Trojan Friday Night. The Bultaco engine powered Shaw to a win in the 250 main.



Kawasaki rider Bob Sanders leaps high over the jumps.

Story by Dennis Greene
Photos by D.G. Studio

SOUTH GATE, CAL. Jan. 23 – After a two week lay off because of rainy weather, the racing resumed and so did Irwin Moon who now has four straight 250cc TT Main Events in a row. Even with the return of the new number one, Jim Raymond, who is now on an Ossa, Moon got out in front after three restarts and stayed there all the way.

The 100cc class now has a new star in young Bill Dobbs who put his Kawasaki in first place in both the TT and Flat Track Main Events.

Scott Autrey, who continues to dominate the 125cc Flat Track event and is looking for a sponsor this year at Ascot as a Novice, has an outstanding record of wins at Trojan and was a high-point trophy winner for the season.

Flat Track fans got a treat in the 250cc event when Larry Shaw worked his way through traffic for the win on his Class A styled Bultaco. Larry will be leaving the Friday night events at Trojan this April when the Class A riders start their season at other tracks.

Trojan is truly becoming a training ground for bigger things or a place to try out new machinery and stay in shape over the long winter.

Riders will have something to look forward to within the next week or two as the track owners are making it longer and wider. The new grandstands are up and if the weather holds out a few days, work should be completed in time for the 50 lap events in February.

(Results on page 17)

BSA DEALERS MEET NEW CORPORATION CHIEFS

ANAHEIM, CAL. Jan. 25, 1970 – The plush setting of the Grand Hotel was chosen by the Birmingham Small Arms Co., Inc. to introduce new president Peter J. Thorton and new vice president for national sales, David Bird to some 300 dealers.

Thorten's opening remarks set an atmosphere of optimistic enthusiasm. The highlights of the new progress described include new and better quality control at the factory level, revolutionary dealer sales, management and financing techniques. Also announced was the appointment of a nationally known styling color coordinating firm along with a Madison Avenue "racing breed" approach to advertising.

The new 1970 BSA racing team was introduced and awarded Bell helmets and leathers in the official red and white BSA racing colors. The team of impressive young talent consists of Jim Rice, three time National winner in 1969, Dave Aldana, the winningest Amateur in 1969 and Ken Pressgrove another impressive amateur. All three will ride factory prepared Rocket 3's at Daytona, expected to run 160 mph.

The evening came to a close with the dealer sales awards presentation by Tom Cates, western sales manager and David Byrd.

By Maureen Lee

scramblin' around

We wish we could say our past week in the hospital was the end result of something glamorous like trying to make the Matterhorn on a Rickman. It wasn't but we still want to say a big thank you to those of you who sent greetings...they were really appreciated.

One little goody we got from Blighty this week is that Vic Allan went home and is using a compressiong release (they've been on the no list for quite a while on the other side of the pond) and reports that it is working fine. Now watch all the other Europeans put one on their scooters. If someone started winning desert or scrambles events on a Honda 4, you'd see the other chaps all riding Honda 4's, such is the copy-cat bit that racers do.

If we could give a Fickle-Finger of Fate award, we know who it should go to. For the umteenth year the heavyweight scrambles riders are the last guys to get their names and numbers and points printed in the paper. Maybe some of you should vote a little more carefully for stewards.

Having a lot of thinking time lately we came up with a few things, namely, where are they now? In a few years of chasing after races you get a number of names you really want to keep tabs on and some of the following are only a few. If you knew us (editorial word for me) over the years please drop us a card a let us know what you are doing even if you don't find your name on this list. In other words, I want to know where you old timers who held one of the top five or ten top numbers are and if you're in VietNam I promise, I'll get the paper sent to you.

Where is Phil Brown? Phil, riding out of Casey's of Pacoima used to really shake up the 500 class...Bill Riley, we know where you are, still working on racing bikes but we wish you could come back out again...Jim Hunter is "retired" with his own shop and Don Spargur is working for Long Beach Honda I...Monte Darling is still growing web feet in Washington State ... Ed Fulbright who after a helluva year up North came down here and did in the troops is "retired" and working at Norm Reeves...Ron Knowles would like to ride some more but kiddingly says he wants to ride Novice... There are loads of riders we miss including some of the lightweights like David Ham who just did the group flat in on his Hodaka when he was riding hard. Let us know where you are, huh hey?

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Cannady's Sachs Slays 'Em At Santa Maria

By Donna Earnest
Photos by Gary Harrdson

SANTA MARIA, CAL. Jan. 18, 1970– Ol' Sol must be a motocross fan himself because he came out shining for the Lompoc Slo-Pokes Santa Maria motocross. The sunshine broke a week of rain and the drenched course became a sea of slush before the end of the day.

The soggy track surface took the edge off the advantage of the larger displacement machines but that fact doesn't detract one whit from the tremendous feat accomplished by 125cc Sachs rider Gene Cannady who won the combined Expert class leaving highly touted CZs, Maicos and Bultacos in his wake. Gene won all three motos and widened the gap in each race.

One of the most breath taking battles of the day was delivered in the 250 Novice first division. Suzuki mounted John Grossini, all 105 pounds of him, and CZ rider Jack King fought all day and wound up first and second. Another Suzuki rider, Mike Beardsley was close behind in the opening moto.

Mike threw a chain and was unable to get off the line in the second moto but came on strong in the third and led all the way down to the last 100 feet. Just before the checkered flag Mike got out of shape and crossed up Jack so Grossini zapped them both to get the overall win.

Two friendly adversaries, Larry Greer and Vince Clark rode matched Hodakas through a long battle to finish first and second after a day of dicing.

Two trophy winners got their brass honestly but painfully. Joe Bonnello picked up a fourth in the 250 Novice race despite two broken ribs. Al Davis smacked the wall during practice and broke a toe. He was comforted by a first place trophy in the 360 Senior class.

The Lompoc Slo-Pokes have again started point keeping leading to the awarding of high point trophies in three divisions at the end of the year.

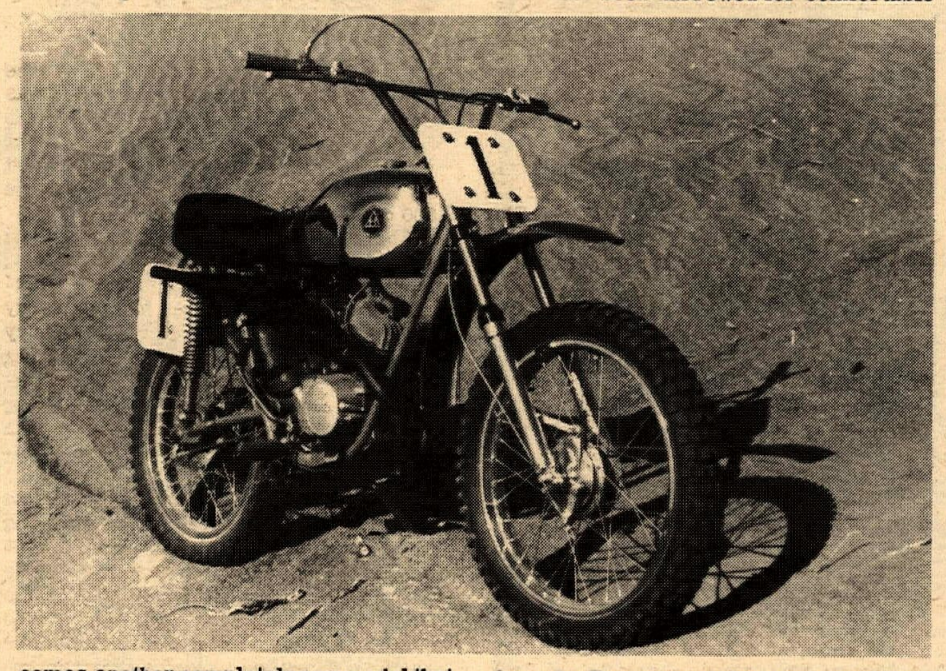
An earlier starting time and better organization had each heat going off like clock-work, trophies distributed, bikes loaded and riders and spectators on their way home long before the sun settled in the West.

(Results on page 17)

This is Gene (Jack the Giant Killer) Cannady. His one-eight liter Sachs pulled away from the big inchers in all three motos.

Hodaka Looses Super Rat

If you travel far enough into the northeastern part of Oregon and are very determined you will find Athena, population 962, home of Pacific Basin Trading Company. You will not be awe sturck by anything you see, unless your gaze turns to the southeast, to that spectacular range of beautiful and rugged mountains that people call "The Blues". This was the birthplace of the Hodaka, conceived and built for a purpose, it filled a very demanding need. From this tradition



comes another completely new model that is designed for another demanding purpose. After four years of continuous development and testing Hodaka has made its' race-ready Motocross machine available, in limited quantities, to the general public on a first come, first serve basis.

The snowballing popularity of Motocross has taken this country by storm and yet it is only the beginning. Hodakas' purpose is to be quick in filling the specific needs of the youthful American Motocross scene. This 100cc bomb will be the starter for many future national and international Motocross stars. Nicknamed the Super Rat by the testing crew, this machine fills the need for an inexpensive factory prepared Motocross racer. Durability, handling and useable horsepower are the distinguishing qualities of the Super Rat.

The machine is fitted with all the tried and proven Motocross equipment: Long travel front forks with progressive rate springs featuring both depression and rebound dampening. High mounted stainless steel fender, 19" "knobby" Motocross pattern tire. The steering head is all new and a very strong unit. The handle bars are cross braced and provide comfortable riding position whether seated or standing. The familiar chrome plated tank has been slimmed down but still holds 2 gallons of fuel. The popular seat has been narrowed for comfortable knee-in European style stand-up riding. The covering material is a long lasting, high grade material that wears very well. The wide stainless steel rear fender covers the 3:50 x 18" "knobby" rear tire.

Security bolts are used front and rear. The rear shocks are adjustable and are fitted with progressive rate springs that offer unsurpassed stability on any type of surface. The rear hub carries a 50-tooth sprocket coupled to the 15-tooth primary by No. 420 chain. The engine features a host of goodies including racing cylinder and head, tuned expansion chamber, 24mm Mikuni carb with handy, quick change main jet. All moving parts in the engine and transmission are carried on ball or needle bearings. A strong new clutch, high capacity washable foam type air cleaner element, rear set footpegs and number plates put the icing on the cake...or in this case, on the rat.

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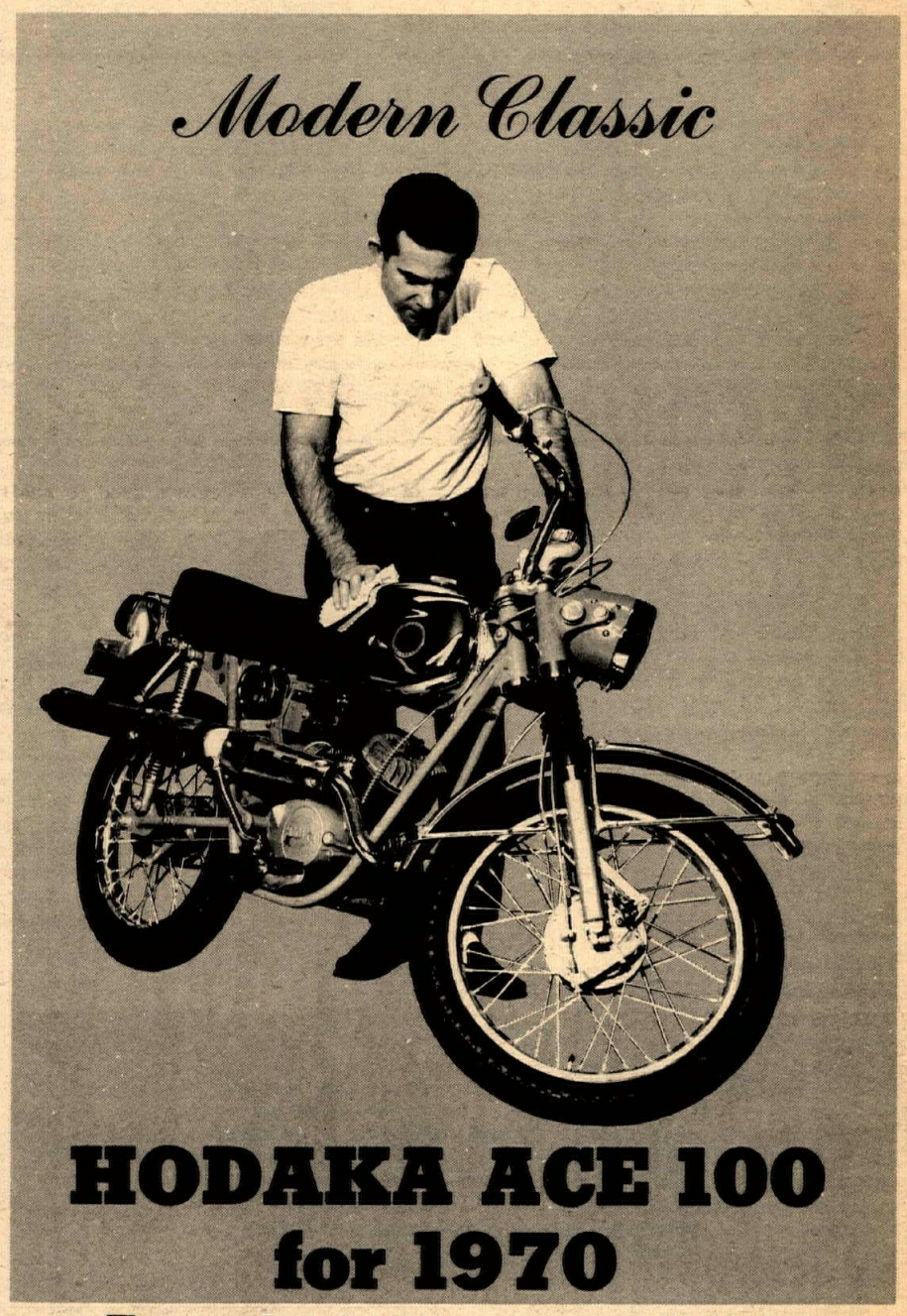

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NATIONAL SEASON STARTS AT HOUSTON ASTRODOME

HOUSTON – Friday and Saturday nights, February 6th and 7th, the world-famous Astrodome will be rocked by the largest professional indoor motorcycle championships in the world.

The two nights of racing open the 1970 professional season that runs across the country and ends in California in October.

The first evening's races will feature the exciting, Steeplechase Race (TT), which includes the 12 foot center jump that lifts riders some 50 to 75 feet through space at fantastic speeds.

The same night, the top five point riders in the country will compete for a special purse on the short-track circuit, a quarter-mile dirt track oval around the Dome's interior.

Saturday night is the short track championship which guarantees plenty of action and spills.

To cap the night, another special match race, this time a TT event, will pit the top five point steeplechasers against one another for the prestige of the Astrodome championships.

Time trials will be held both days, running from 10 a.m. to 3 p.m., and enthusiasts are invited to attend both days. The time trials can make or break a man's chances to win, and are often as exciting as the races themselves. Ticket prices for the time trials are $2.00 apiece, or $1.00 with the purchase of Championship tickets.

Some of the stars returning to the Astrodome this year are the two previous winners of the short track events, Gary Nixon and Ronnie Rall. Nixon was the '68 winner, and Rall last year's champion.

California Moto-Sport Club Moto-Cross Events

FEBRUARY 1st	PERRIS RACEWAY
FEBRUARY 8th	SADDLEBACK PARK
FEBRUARY 15th	CARLSBAD RACEWAY
FEBRUARY 22nd	FONTANA RACEWAY
MARCH 1st	PERRIS RACEWAY
MARCH 8th	CARLSBAD RACEWAY
MARCH 15th	CARLSBAD RACEWAY
MARCH 22nd	FONTANA RACEWAY
MARCH 29th	SADDLEBACK PARK
APRIL 5th	PERRIS RACEWAY
APRIL 12th	CARLSBAD RACEWAY
APRIL 19th	SADDLEBACK PARK
APRIL 26th	FONTANA RACEWAY
MAY 3rd	PERRIS RACEWAY
MAY 10th	FONTANA RACEWAY
MAY 17th	CARLSBAD RACEWAY
MAY 24th	SADDLEBACK PARK
MAY 31st	CARLSBAD RACEWAY
JUNE 7th	PERRIS RACEWAY
JUNE 14th	FONTANA RACEWAY
JUNE 21st	CARLSBAD RACEWAY
JUNE 28th	SADDLEBACK PARK
JULY 5th	PERRIS RACEWAY
JULY 12th	FONTANA RACEWAY
JULY 19th	SADDLEBACK PARK
JULY 26th	CARLSBAD RACEWAY
AUGUST 2nd	PERRIS RACEWAY
AUGUST 9th	FONTANA RACEWAY
AUGUST 16th	CARLSBAD RACEWAY
AUGUST 23rd	SADDLEBACK PARK
AUGUST 30th	CARLSBAD RACEWAY
SEPTEMBER 6th	PERRIS RACEWAY
SEPTEMBER 13th	FONTANA RACEWAY
SEPTEMBER 20th	SADDLEBACK PARK
SEPTEMBER 27	CARLSBAD RACEWAY
OCTOBER 4th	PERRIS RACEWAY
OCTOBER 11th	CARLSBAD RACEWAY
OCTOBER 18th	SADDLEBACK PARK
OCTOBER 25th	FONTANA RACEWAY
NOVEMBER 1st	PERRIS RACEWAY
NOVEMBER 8th	SADDLEBACK PARK
NOVEMBER 15th	CARLSBAD RACEWAY
NOVEMBER 22nd	SADDLEBACK PARK
NOVEMBER 29th	FONTANA RACEWAY
DECEMBER 6th	PERRIS RACEWAY
DECEMBER 13th	CARLSBAD RACEWAY
DECEMBER 20th	SADDLEBACK PARK
DECEMBER 27th	FONTANA RACEWAY

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Texans Battle Cold For Cash

Out of the cauldron come Kail (7L) Muchshen, 125 Jr. winner and Ken (A23) Smith, Yamaha.

By John Blanton

FT. WORTH, TEX., Jan. 18, 1970 – The temperature was twenty-two degrees, and winds produced a chill factor of twenty degrees below zero in the Ft. Worth area, but forty-seven riders turned out to compete, and hundreds of cars jammed the slopes at Motorsport Park as the promoters offered a $400 purse in the three Senior divisions.

Making life miserable for the riders were the numberous water crossings, which would have been frozen over except for the motorcycles slogging through at regular intervals.

In the 125cc Jr. class the winners were Kail Muchshen (Sachs), John Woolley (Sachs) and Bob Howard (American Eagle). Due to the severe conditions the attrition rate was formidable, and of the thirty entries in the class there were only fourteen finishers.

John Loughlin (American Eagle) won three in a row in the 125cc Sr. class. Second was Ernie Russell (American Eagle).

First in the 250cc Jr. class with three wins was Michael Arends (Ossa). With two seconds, Ron Bandel (Yamaha) was second overall.

We are becoming accustomed to seeing Wyman Priddy out front on his very sharp 250cc Maico, and he took the 250cc Sr. class. Bill Kasson (CZ) was second and Ronnie Hutchens (Bultaco) was third.

Walter Nerren (Honda) finished third in the first heat of the Open Jr. class, but two subsequent firsts gave him the overall win. Next were Barry Woods (Husqvarna) and John Densmore (Maico).

In the Open Sr. class Ken Merton was first on his Husqvarna, and second was Joe Rachel (Maico), who also won money in the 125cc class.

The next race at Motorsport Park is on the first of February. It will be the first of a championship series, that will feature two races each month for six months with events alternating between Motorsport Park and Austin Motocross Park. Class champions in each of the three Senior classes will be sent to California to race in the Inter-Am series – compliments of the two Texas promoters.

(Results on page 17)

Scottish 6-Days Trial, Anyone?

Britain's Derek Edgar, visiting here at present, is a member of Scotland's Edinburgh & District Motor Cycle Club Lts., which puts on the classic Scottish 6-Days Trial each year. This year the Trial will run from May 4 through May 9 and both Derek and Southern California motorcycle dealer Bob Ewing will be entered.

Derek invites any other American who wishes to ride the Scottish 6-Days to contact him for entry blanks. An F.I.M. International license will be required. The Scottish has grown tougher every year as machines and riders developed their capabilities. The once-dreaded "Devil's Staircase," a steep, rocky, stairstepped streambed, is now regarded as an "easy section." You have been warned.

For entry forms and information, contact Derek Edgar, c/o Mission Hills M/C, 8730 Sepulveda Blvd., Sepulveda, Cal. 91343.

By Elaine Jones

There was a happening in Riverside, Cal. last Saturday morning and it had nothing to do with the Motor Trend 500. It had to do with 28 of the most enthusiastic kids to come down the pike in a long time. The kids are members of the C and H Mini-Bike Club and they were celebrating the end of their season and the beginning of the new one with an awards brunch at the White Sands Restaurant.

The Mini-Bike Club was started when an idea by a young man named Mark Opel found its way to Ken Conover who set about making it a reality. What was wanted was a place where kids with mini-bikes could get together and do some scrambling of their own. Ken found a good group of riders and parents who were equally excited so the first Saturday of every month they get together at Lions Head and do their thing. The kids come in all sizes and shapes, boys and girls and they are all young. There is no charge to ride and prizes are furnished by C and H Motorcycles.

Over a lunch of hamburgers, french fries and cokes the kids received attendance certificates and ribbons from previous races. Special Awards went to three year old Kenny Conover for the best "looker oner"; Theresa Stamart, "best smiler" and Joyce Olsen, "special guest". She comes to the races every month on her horse. Carla Sue Applequist, Richie Sweaney, and Clarice Atkins were "helper outers" and Ricky McCray was "best helper". A special thank you went to Mr. Lou Costello and Mr. Ronnie Green who are always on hand to give any special assistance.

green platers

The Hi-Point trophy turned out to be trophies since Terry Stanner and Jeff Costello managed to tie and everyone felt they both deserved to win.

Both Terry and Jeff have set their eyes on bigger and better things which means we will be seeing them on the track.

Terry is thirteen and got his mini-bike when he was eleven. He is undecided about the bike he wants but it will either be a Kawasaki 90 or a baby Greenstreak. Although he stands a mere four feet eleven, he is a competitor and he may be little but, boy is he quick. Mom and Dad are right with him and are responsible in a large way for the success the club has had so far.

High point winners Jeff Costello (left) and Terry Stanner (right) pose with Ken Conover who is holding his appreciation plaque.

Joe Costello is a twelve year old who got his mini-bike when he was nine. Right now he is making plans for his Kawasaki 90 with a 250cc as a final goal when he's ready. Joe's mom is like most racing moms. She'll always be there but she'll always be nervous. Both these boys have started out slow and easy and will continue learning the right way.

Anyone interested in the mini-bike races are welcome to come out to Riverside the first Saturday of each month. Guaranteed good time.

The kids did an about turn on Ken Conover and did some giving of their own. Ken was presented with a beautiful plaque in appreciation for all he has done.

The plaque was inscribed with an original poem by Geraldine and Stephanie Ardelean. Both are riders as well as poets and their poem expressed how all the kids feel about the good things that Ken has started for the youngsters.

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Howell Howls In Houston

HOUSTON, TEX. Dec. 21, 1970– Montesa rider Hugh Howell powered across a new Houston Motorcycle Sports Association motocross course to win the Open Senior class ahead of Steve Brock on a Maico.

After a tight race with Yamaha mounted Richard Parker, Greg Graham put his CZ across for the 250 Senior win. Two Penton riders, Joe Delorenzo and Robert Graham were first and second in the 125 class.

HMSA recently acquired a tract of land suitable for the building of a motorcycle park. Work is underway on an all-weather short track and the six-tenths mile motocross course is complete. Work is proceeding on a full mile and a half motocross, with emphasis on width and utilization of all the local terrain.

The last event held by HMSA featured three classes of Senior motocross (0-125cc, 126-250, 251-Open), two classes of Junior motocross (0-125cc, 126-Open), and three classes of Senior short track. Race day, December 21, 1969, dawned bright and clear and showed a field of 100 riders and more than 500 spectators.

Houston Motorcycle Park is operated by HMSA and is located on Fairbanks-Whiteoak Road near Hempstead Highway in Houston. The park is open weekends for the general motorcycling public and offers practice grounds for motocross, short track, trials, or just play.

(Results on page 17)

The 250 round an unbanked left-hander on the new Houston Motorcycle Sports Assn. motocross course. CZ powered Greg Graham picked off a win after a tough fight with Richard Parker.

Smith And Bickers Clash In New Zealand Intl. Motocross

By Tim Gibbes

WOODVILLE, NEW ZEALAND, Jan. 11, 1970 – Some 5,000 people enjoyed some of the finest Motocross racing seen in New Zealand at Woodville last Sunday January 11th – when International stars Jeff Smith, Dave Bickers and Hugh Anderson clashed in each race of the third meet of the Rothmans International Motocross Series.

Anderson led the Senior Scratch race after passing Colin Schultz (Tri. Metisse) with a good lead which neither Bickers nor Smith could narrow but Anderson was blown off his bike by a strong gust of wind when leaping a lone jump and retired.

In both main events – the 12 lap Rothmans Trophy legs, the lead and many places were in doubt to the end. In the first leg Bickers fell after getting crossed up on a jump shortly after the start. Coming from the back of the field, Bickers sawed through the pack to almost catch Hugh Anderson, ex World Road Race Champion, on the line.

The Senior Scratch race saw Colin Schultz lead the field for the first 3 laps from Smith, until both were passed by Hugh Anderson. Anderson fell off at the end of the fifth lap leaving Bickers to win from Schultz and Smith.

In the Over 350cc Scratch race Smith led all the way closely followed by Anderson, then Bickers for 3 laps. Bickers passed Anderson for 2nd place. There was a gap back to 4th place Stapleton, and another back to Pleen, McLaren, Happer and Deecke.

Pleen led the first of the first Trophy race but was taken by Anderson who led for 10 laps until Jeff Smith passed him with 1 lap to go. Bickers finished third after a fall in the first lap. Stapleton was 4th with a gap back to Pleen. Ken Cleghorn finished 6th doing very well after being out of Motocross for nearly a year.

The 2nd Leg Trophy Race, was led by Bickers for 9 laps until Smith took over. Anderson finished 3rd after being 2nd behind Bickers until Smith passed him in the 5th lap. Stapleton put up a terrific ride to finish 4th, after crashing at the end of the front straight at the start. He was last away and came home a brilliant 4th.

During the International Classic – Bickers led throughout the race to win from Smith, followed by Anderson, and Stapleton.

(Results on page 17)

Elsinore Nightlife

By Lorri Lee

ELSINORE, CAL. Jan. 17, 1970 – After a week of cutting and grading, the new Elsinore TT track was ready for its racing debut. The riders had been asking for a longer straightaway for some time and they seemed to be pleased with the way the changes in the track turned out. The course is faster now and several seconds have been cut off the lap times.

Taking a first in all three motos, Ray Vanderpool won the Special Expert class riding for P.P. Bultaco.

L. Bird won two out of three motos in his class aboard his super Yamaha. T. Warren was second.

The 100 Novice Novice class was again visited by L. Rhyme, a Powder Puff rider. This time she showed all the boys the way to go and brought home the first place trophy. The second place finisher, F. Siler, took two thirds and a fourth.

(Results on page 17)

NOT ENOUGH RIDERS FOR SAN FELIPE 500

Bill Alvarez, publicity director for the San Felipe 500, recently announced that due to an insufficent number of entrants the off road race has been postponed.

Originally scheduled for the end of January, the Baja California race would have raised civic improvement funds for the sponsoring town of San Felipe, Mex.

A postcard survey form has been sent out along with entry fee refunds to quiz prospective entrants about possibilities of rescheduling.

HONDA LIMITED TO GO NATION-WIDE

Adult riders of larger Honda models now have a chance to join an exclusive recreational club that plans to gain nation wide standing. Honda Limited is a recently founded club that now has chapters in Sepulveda and Barstow, Cal.

Club membership is resricted to riders 21 and older who own Hondas of over 350cc displacement.

Honda Limited is termed a recreational cycle club for adult road riders and its goals include creating a better image for motorcyclists as well as providing hours of fun for its members.

Safety is one of the club's prime concerns and cycles receive careful technical inspection before each long road run. Insurance is mandatory of membership.

Plans are underway to expand the new club across the USA by means of writing letters to Honda owners and interesting riders in starting new chapters.

The two existing chapters are sponsored by Warren Wilson Honda in Sepulveda and by Holiday Motors in Barstow.

The club enjoys participating in road runs sponsored both by other clubs and by Honda Limited itself. One projected tour is a summertime ride to British Columbia in Canada. Their runs generally follow AMA rules but the club has charters from both the AMA and SCMA.

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Payne Wails At Sprocket's Park

Sid Payne still shows the determined style of the National Number 32 days in winning the Sprockets TT at Bakersfield last Sunday. Gene Chandler (33) chases Payne's Triumph.

By Jack Light

BAKERSFIELD, CAL. Jan. 25, 1970 – The 1970 racing season really started today at the newly modified Sprocket's Park T.T. course. Over 150 racers were here, many with new numbers and new machines. The perfect weather, the track, and organization, all combined to make this day a huge success.

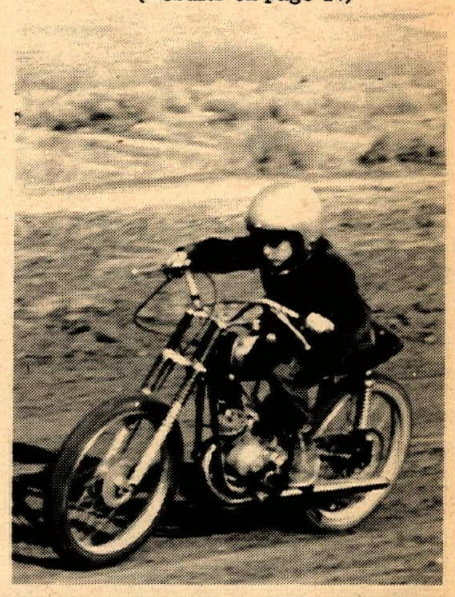
Bakersfield's own Sid Payne is a rider who always "races his own race". Sid plans ahead, knows well what he is going to do. Gene Chandler (33) and Bob Leppek (78) were right on top of Sid, waiting for a mis-que or error, to take advantage of – and as usual Sid made no errors or miscalculations. These three Triumph riders had "Rooster Tails" thrown in the air all afternoon – the powerful Triumphs were right at home on this perfect fast track.

The 250 Novice class was the crowd pleaser of the day with its fierce competition. Doug Wheeler and his "International Motorcycles" C-Z went real well until a twisted knee slowed him down, after winning the moto, had to settle for a third spot behind Dennis Lyons and Jerry Chandler, both Bultaco mounted. This entire class put on a real show.

The 250 Experts Jimmy Maxwell (26f) Bultaco and Mike Middleton (5x) Bultaco, and Ken Hale (2r) raced real "Blanket race", hub to hub everytime.

The Open Amateur races were the closest and most exciting of the day, Jim Lynch (51), Roger Davidson (11), Jim O'Hara (41), Triumph, BSA and Bultaco, were as close as "peas in a pod" all looking really sharp, and very fast.

(Results on page 17)



SIDE HACK ASSN. TO AWARD TROPHIES FOR HARE SCRAMBLES

The Side Hack Assn. has announced that trophies for their December 14, 1969 Hare Scrambles will be awarded in all classes despite the Dist. 37 ruling to allow no points in the trail bike class in that race.

MAVERICK MINIS FOR TEAM PRIX WINNERS

Miss Team Prix, actress Lynn Gail and Keith Mullins (left), Sales Manager for Maverick Mini-Bikes are shown here presenting Dave Grove (right), Promoter of the Bay Mare Team Prix Motocross, with 2 new Maverick Mini-Trail motorcycles. The bikes will be awarded as prizes to the outstanding Junior Team on Feb. 1st at Bay Mare Ranch, Cal. Over $2400 in cash and merchandise has already been set aside for the Team Prix.

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Yamaha Dealers Meet In Vegas

By Sharon Clayton

LAS VEGAS, Jan. 19, 1970 – Wanting to win with Yamaha in 1970 was the conclusion of 2046 dealers and their wives who met in Las Vegas, Nevada, January 19th & 20th for the 10th Anniversary of Yamaha International Corp.

Introducing the new models for 1970 and holding their Sales Seminar in Las Vegas gave Yamaha dealers a chance to take a three day vacation in the city of winners and losers. The enthusiasm for the new line, including the new four cycle 650cc, was truly deserved with the new look and extras added for this year. Yamaha has surely been looking at the American market. The new line holds much for dirt riders and will surely be a large seller for Yamaha in the coming year.

The two days were most agreeable for all who attended as Yamaha gave their dealers an idea of what the firm will do for them. Vegas was honored with the permier of ' Little Faust & Big Halsey", a feature film to be released in early summer. Yamaha participated a great deal in the film's production. Also, the Pat Paulsen half-hour comedy show will do a take off of "Then Came Bronson" using a Yamaha complete with training wheels.

Yamaha's advertising agency gave a premier of the new TV commercial with some of the most captivating action and humor we have seen. Along this line a new annual award was issued, to be given each year to the dealer who does the most unique advertising. The first Jimmy Jingu Memorial award was given to Edgar J. and Margaret Kauffman of Christiana, Pa. They had used large sign boards, local newspapers, local radio and the yellow pages, as well as a great deal of time devoted to club activities.

The Factory racing team of Dan Haaby, Chuck Palmgren, Keith Mashburn and Dusty Coppage was announced with many others who will be privately sponsored by dealers in coming races for 1970.

If you don't get your local dealer to see the new machines, I'm sure that you will get exposed to them wherever you go.

Seems a bit speedy for a trials but that's the way they run them in Seattle. Winner Tom Hines shows his style.

THREE PRO T.T. EVENTS SLATED NEW T.T. TRACK BUILT AT SACRAMENTO FAIRGROUNDS

J.C. Agajanian will open the 1970 AMA professional motorcycle racing season with not one, but three, TT events.

The first will be at Ascot Park in Gardena on Sunday afternoon, February 1st. The second will be on the new Sacramento track on Sunday afternoon, February 15th. The third TT will be the annual Ascot "100" which is slated to run on Sunday afternoon, March 1st.

A new TT track has been constructed in and around the Sacramento mile oval which is the site of the yearly National Championship race. The new course is 1-1/2 miles per lap. Speeds of well over 100 MPH are assured, as the entire front straightaway will be used.

Aggie has posted a guaranteed purse of $3600.00 for the first Sacramento TT event on the 15th. The race is open to all Novice, Amateur and Expert riders.

The feature race will be a 50-lap for Experts only. The Novice and Amateur riders will compete in shorter main events.

The '70 season opener at Ascot is for Novice, Amateur and Expert riders and will serve as a warm-up for the Houston National TT races to be held the following week.

March 1st is the date for the annual Ascot 100 that will start the 33 fastest Amateur and Expert riders. This event has been running annually for the past nine years.

GUARANTEED CASH PURSE FOR MINT "400" RAISES TO $50,000

Entry blanks for the 3rd Annual Mint "400" Del Webb Desert Rally were mailed to more than 5,000 potential contestants hoping to cinch early starting positions for the class off-road event scheduled for March 22-24.

Officials announced "no increase" in the $250 entry fee and simultaneously raised the guaranteed cash purse to $50,000.

Four divisions, including one motorcycle category, will share equally.

94 Brave Seattle Midwinter Trials

SEATTLE, WASH. Dec. 21, 1969 – To enjoy riding in the Pacific Northwest in winter, motorcyclists have to have webbed feet and thrive on rain and mud. Marine foul-weather gear, a Barbour suit or leathers are standard attire for winter mountain riding.

Seafair City Motorcycle Club's midwinter event on top of Tiger Mountain, thirty miles east of Seattle, was no exception with 35 degree cold and an unbelievable downpour in fog. Not exactly inviting but yet, 94 masochistic individuals entered, five coming all the way from Athena, Oregon and others from British Columbia.

The trials were set up and directed by an English member of the club, Alan Sweeney, a man of some fourteen years of trials experience. The course consisted of two laps of ten miles distance and eleven observed sections per lap. It was undoubtedly an Expert trials even before the rain came. With the water an mud some participants complained that they would have been satisfied just to reach the starting line of some sections.

After the first lap almost half of the field dropped out, many riders had no rain gear and were soaked and frozen before even reaching the first section. At the halfway point Dan Brecht was leading with 16 marks against him and Tom Hines was close behind with 19. Both rode Bultaco Sherpa Ts. The weather took a turn for the better in the late afternoon which helped immensely. 48 dedicated trials enthusiasts completed all 22 sections. Overall winner was Tom Hines with 28 marks, Dan Brecht was runner-up with 31 marks. Best club team was Northwest Motorcycle Club riders Lane Jones, Vern and Gary Pugh. Best trade team was Tom Hines Motorcycles' riders Tom Hines, Bob Cooper and Don Lacey.

(Results on page 17)

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SEASON CHAMPION:
Tom Rapp
(Bultaco Sherpa S)
2nd– C. Cram
(Bultaco El Bandido)

DIST. 36
SHORTTRACK
SEASON CHAMPION:
Paul Minor
(Bultaco)

A.M.A. NATIONAL
SPORTSMAN SCRAMBLES CHAMP
& DIST. 36 SEASON CHAMP:
Jim Foley
(Bultaco Pursang)

S.C.T.A. TRIALS
SEASON CHAMP:
Bob Nicholson
(Bultaco Sherpa T)

P.I.T.S. TRIALS
SEASON CHAMP:
Victor Boocock
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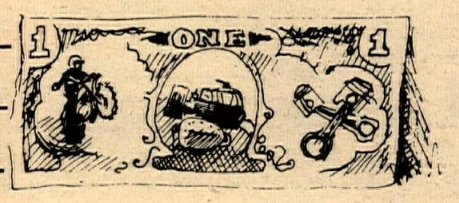

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